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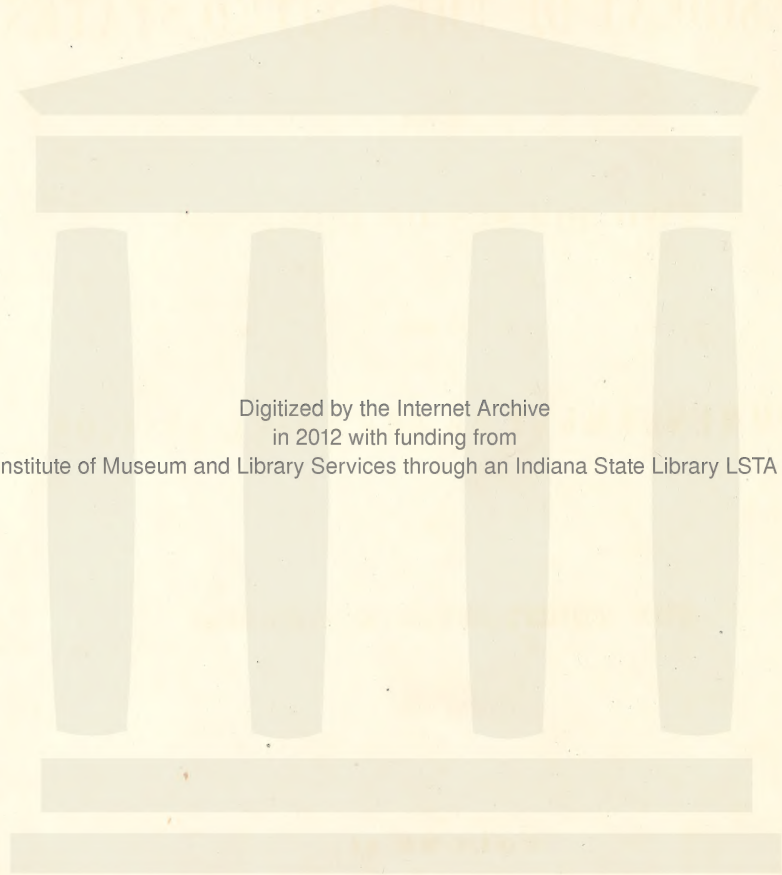

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MESSAGE

OF THE

PRESIDENT OF THE UNITED STATES

TO THE

TWO HOUSES OF CONGRESS

AT THE

COMMENCEMENT OF THE THIRD SESSION

OF

THE THIRTY-SEVENTH CONGRESS.

VOLUME II.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1862.

REPORT

OF THE

SECRETARY OF THE INTERIOR.

DEPARTMENT OF THE INTERIOR,
November 29, 1862.

SIR: I have the honor to submit, for your consideration, the annual report of this department, with the reports of the several bureaus and institutions which by law are placed under its supervision.

It is a source of gratification that, while the social and commercial relations of the people have been greatly deranged by the civil war which rebellion has forced upon the country, in most of the loyal States the great interests of agriculture, manufactures, and commerce have been well sustained, and have returned remunerating profits for the capital and labor invested in them.

The several reports which are herewith transmitted exhibit, in detail, the operations in the several branches of the public service which are placed under the charge of this department.

GENERAL LAND OFFICE.

The demand for the public lands has continued to decline since my last report. The sales for cash have not produced a sum sufficient to pay the expenses of our land system.

On the 30th of September, 1861, there were surveyed and ready for sale 134,218,330.89 acres. From that date until September 30, 1862, there have been surveyed 3,135,067.41 acres.

During the fiscal year ending June 30, 1862, and the first quarter of the current fiscal year, there were sold for cash 154,258.65 acres, producing $137,476 26. During the same period 712,055.77 acres have been located with bounty land warrants; 1,133,898.92 acres have been certified under railroad grants made by Congress; and 24,316.09 acres have been certified to different States as swamp lands. The aggregate amount thus disposed of was 2,024,529.43 acres, leaving, of surveyed lands ready for sale on the 30th of September, 1862, 135,328,868.84 acres.

Under the bounty land laws of 1847, 1850, 1852, and 1855, there were issued, prior to the 30th of September, 1862, 537,471 warrants, covering 58,876,430 acres of land. Of these, there were outstanding and unsatisfied, September, 30, 1862, 65,913 warrants, covering 7,123,380 acres.

The necessary steps have been taken to carry into effect the act approved May 20, 1862, "to secure homesteads to actual settlers on the public domain," and every facility contemplated by the law will be afforded to those who may desire to avail themselves of its provisions after the 1st of January next.

The estimates for surveys submitted by the General Land Office for the last as well as the present year are much less than usual. The large amount of lands already in market, and the constantly diminishing sales, have suggested the propriety of this course. The law passed at the last session of Congress, requiring the cost of surveys of private land claims in California and New Mexico to be paid by the claimants, will save to the treasury a large amount. The government paid for such surveys, before the passage of that law, $178,769 09, while the entire benefit enured to the claimants.

The public lands for agricultural purposes can no longer be looked to as a source of revenue. The inducements to settlements presented by the homestead law will preclude extended sales for cash. The pine lands of the north will be purchased for the timber they supply, but these will be paid for mainly with warrants and the various land scrip which has heretofore been issued, or is authorized under existing laws. The amount of cash which will be hereafter received on purchases made either for the timber or cultivation will pay but a small proportion of the expenses of our land system.

The extensive mineral lands belonging to the United States, although containing inexhaustible mines of wealth, have heretofore been wholly unproductive as a source of revenue. The products of these mines have increased the wealth and prosperity of the country, but the direct profits upon their production have been enjoyed exclusively by those who have been engaged in mining them. It has become a grave question, to be determined by Congress, whether this policy shall be longer continued, or whether these vast mines of wealth shall not be made available to aid in liquidating our national debt, so far as this may be done without injustice to the enterprising men who are working them. The great auriferous region of the United States, on the western portion of the continent, extends from 31° 30′ north latitude to the 49°, and from 100° of longitude to the Pacific ocean, embracing portions of Dakota, Nebraska, Colorado, New Mexico, Arizona, Utah, Nevada, California, Oregon, and Washington, and covering an area of more than a million square miles.

This vast region is traversed by extensive ranges of mountains, which are literally stocked with minerals, gold and silver being interspersed in profusion, and daily brought to light by new discoveries. The precious metals are found imbedded in mountains and in rich washings, marking the pathways of rivers and floods. The silver mines of Nevada and New Mexico promise a production greater than that of any other portion of the world. The discoveries of gold in the Colorado or southern portion of California, and in the region stretching thence up to and north of the Salmon river, in the Territory of Washington, are stimulating the mining enterprise of that region beyond all former precedent.

Before the discovery of the gold of California the annual production of gold in all parts of the world did not exceed an average of eighteen millions. The present annual production in California is estimated to average seventy millions. The Commissioner of the General Land Office, after extensive inquiry from all available sources of information, estimates the production of gold the present year from the whole region of country before described at one hundred millions. If an amount of labor relatively equal to that expended in California had been applied to the gold fields already known to exist outside of that State, it is believed that the production of this year, including that of California, would have exceeded four hundred millions.

Our rapidly increasing public debt demands a resort to every available source of revenue. The mineral lands of the public domain are the property of the whole people, and justice, as well as sound policy, requires that they should be used as a means of relieving them, to some extent, from the burdens of taxation.

Several modes have been suggested for making these lands productive to the government. The granting of leases by the government, the collection of a certain proportion of the proceeds of the mines, and the absolute sale of the land, in small lots, have each been advocated. It has been estimated that at least $500,000,000 could be realized by the sale of them in one-acre lots, after granting to those who are now engaged in mining a clear title, without cost, to the lands they occupy. It will be for Congress to determine which, if either of these systems shall be adopted.

It is due to those who are now engaged in mining that their interests, and the capital they have invested, should receive a proper degree of protection.

I invite attention to the able report of the Commissioner of the General Land Office upon this subject, and the information which, with much labor, he has collected in relation to the mineral lands.

Coal.—Besides the precious metals which exist in such large quantities, extensive coal fields have been discovered, many of which are accessible by navigable streams. Our vessels in the Pacific are now supplied with coal purchased in Pennsylvania and shipped to San Francisco and other points on the Pacific coast. The cost of the coal, with the freight and expense of loading and unloading at those points, amounts to nearly, if not quite, twenty dollars per ton. While the government is paying so large a price for coal, extensive coal mines are found to exist on the public lands within forty miles of San Francisco, and within five miles of the Joaquin river, which is navigable with vessels of a large class.

These mines are styled the "Mount Diablo coal mines." It is represented that the principal vein is located about one mile east from Mount Diablo, in a low range of hills; thence, running east, six miles; thence, with the course of the hills, due south, twelve miles. As far as prospected, the vein appears to be about five feet in thickness. The coal is being taken out in large quantities, and is readily sold at twelve dollars per ton.

From these mines the vessels of the United States in the Pacific can be fully supplied with coal at the cost of mining and transporting it to San Francisco. It is hoped that the attention of Congress will be early given to this subject, and that such legislation will be adopted as will secure an ample supply for the use of the government, and a fair compensation for the coal which may be taken for private use.

PUBLIC LANDS OF TEXAS.

By the joint resolution of March 1, 1845, annexing Texas to the United States, the State was allowed to retain her public lands as a fund to pay her debts. Notwithstanding the express stipulation in that resolution, that the United States should in no event assume the payment of any portion of the debts of Texas, the demands of her creditors were persistently pressed upon Congress, upon various pretexts, until Congress, by the act of September 9, 1850, agreed to pay the sum of $10,000,000, which was subsequently paid.

The liberality of the United States has met with no other return than treason and insurrection, and the robbery of the property for which the government had paid a full consideration. The consideration was paid, too, after an express stipulation in the compact of annexation, that the property should be ceded to the United States without any other consideration than the privilege of being admitted as one of the States of the confederacy.

A large portion of the public lands of Texas remains unsold. It is estimated that the quantity is equal to 100,000,000 of acres. They are among the best agricultural lands of the State. These lands are a proper subject of confiscation. The people of the State, by their treason, have forfeited all right to them. In no State has treason been more rampant and defiant, more cruel and bloody, than in Texas. In no State have loyal citizens been persecuted with more rancor and hatred than there. These lands being the property of the whole people of Texas, cannot be reached, as the property of individuals, under the several acts of Congress for the suppression of the rebellion, but may be confiscated to the United States by an act of Congress.

It is recommended that an act shall be passed, declaring the public lands of Texas forfeited to the United States, and placing them under the operation of the homestead law. They will then be settled by a loyal and industrious population, which will rapidly develope the great natural resources of the State, and furnish a guarantee against treason in the future.

INDIAN AFFAIRS.

The administration of the business of the Indian bureau has been attended with unusual difficulties during the past year. Most of the Indian tribes with which treaties have been made (excepting the tribes in Kansas) have manifested a restless and turbulent spirit, developed, in many instances, into open hostilities.

The Indian country south of Kansas, inhabited by the Cherokees,

Chickasaws, Choctaws, and Seminoles, was occupied by the insurgents very soon after the commencement of the war. The Indians, overawed by a strong military force in their midst, and seeing no prospect of aid or protection from the troops of the United States, renounced their allegiance to the federal government, and made treaties with the insurgent government. By those treaties that government agreed to pay them the same amount of annuities which they had previously received from the United States, and there is good reason to believe that one or more of the instalments have been paid. A large number of the Indians were organized into regiments and placed in the insurgent army. A portion of them, who refused to participate in this insurrectionary movement, attempted to resist it by force, but after two or three engagements were driven from the country.

About seven thousand, including women and children, fled to Kansas. They were driven out during the last winter, and having no shelter to protect them from the weather, and being very indifferently supplied with clothing, they were exposed to extreme suffering, and many of them perished from cold. They were destitute of food, and must have died from starvation if subsistence had not been furnished to them by the Indian bureau. During the last spring three regiments of the refugee Indians were organized under the directions of the War Department, with the expectation that they would be sent to the Indian country, and be aided by such additional forces as would be sufficient to protect them in their homes. They have since been detailed for military duties in some other portion of the country. In the meantime the women and children still remain in Kansas, and are subsisted from the annuities due to the insurrectionary tribes, under treaty stipulations.

The principal chief of the Cherokees has visited Washington for the purpose of endeavoring to restore the former relation of the nation to the United States. He insists that they have been guilty of no voluntary disloyalty, and that what they have done they did under the pressure of superior force, which they were unable to resist. The future relations of these tribes to the government should be determined by Congress.

In the month of August last the Sioux Indians in Minnesota most unexpectedly commenced hostilities against the white settlers in their vicinity, and prosecuted them with a degree of cruelty and barbarity scarcely paralleled by any acts of Indian warfare since the first settlement of this country. Men, women, and helpless children were indiscriminately slaughtered. Women were violated in the presence of their husbands and parents, and subsequently murdered; houses were burned, and every species of property destroyed or stolen. A large extent of country, in an advanced stage of improvement, was rendered utterly desolate. It is estimated that the number of lives destroyed by the savages is not less than 800. This outbreak was so sudden and unexpected that the settlers were taken by surprise, and were found without the means of resistance or defence. No effectual check could be given to the Indians until a force of two thousand men, under

the command of General H. H. Sibley, was sent from St. Paul, the capital of the State. The Indians were defeated by General Sibley, in two or three engagements, and finally dispersed.

The Sioux Indians are connected with kindred tribes, extending from the Mississippi river, and bordering upon the British possessions, to the Rocky mountains. The various tribes, united, can bring into the field ten thousand warriors. They are supplied with arms and ammunition to a considerable extent. They have it in their power to inflict great injury upon the white settlements throughout that whole region; and, without the presence of a large military force, may entirely destroy them. Their proximity to the British possessions would enable them to escape pursuit by crossing the line, where our troops could not follow them.

The press has announced that the Indian war is ended. It is true that active warfare, in the field, has ceased, and the Indians are unable to resist the organized troops of the government; but they have it in their power to break up all the white settlements and depopulate an extensive region of country, unless a large military force shall be kept there.

The causes of the Indian hostilities in Minnesota have been a subject of much discussion. After a careful examination of all the data which the Indian bureau has been able to obtain, bearing upon the causes which produced the immediate outbreak, I am satisfied that the chief cause is to be found in the insurrection of the southern States.

On the 29th of August, 1862, honorable J. R. Giddings, United States consul general in Canada, addressed a letter to the Secretary of State, in which he said: "There is little doubt that the recent outbreak of the Chippewa Indians in the northwest has resulted from the efforts of secession agents, operating through Canadian Indians and fur traders. To what extent citizens of Canada are involved I am unable to say."

This statement is confirmed by information obtained from other sources.

As early as the 5th of August last, the superintendent of Indian affairs in Utah wrote to the Commissioner of Indian Affairs that several prominent chiefs were endeavoring to effect a general rising of the tribes in that region, to exterminate the white settlers.

On the 26th of August the agent of the overland mail company telegraphed the Postmaster General that "general war with nearly all the tribes of Indians east of the Missouri river is close at hand."

The evidence of a general hostile disposition on the part of the Indians was so strong that this department considered it proper to instruct the Commissioner of Indian Affairs to publish an advertisement, warning the public of the dangers likely to be encountered on the overland route to the Pacific.

Rev. P. J. De Smet, an intelligent Catholic priest, in a letter to the Commissioner of Indian Affairs, dated September 5th, stated: "Whilst in the upper plains of the Missouri river last June and July, at Fort Barthold, among the Gros Ventres, the Ricarees and Man-

dans, at Fort Union, among the Assinaboines, and at Fort Benton, among the Blackfeet Indians, I heard it frequently stated by American traders that the Indians of the plains had been greatly tampered with by the English traders along the boundary line, and expected to assist them in the then expected war between Great Britain and the United States. This excitement took place when the news reached the upper country of the difficulties created between the two countries by the arrest of Slidell and Mason. A great number of Indians of the various tribes had been induced to come and trade their furs on the British side of the line, and were promised that they would be provided, in due time, with all that was necessary to expel the Americans from their Indian country."

It is alleged by persons who were present at the attack upon Fort Ridgely by the Sioux that orders were heard distinctly given in English, and repeated in the Sioux language. The movements and attacks of the Indians, it is said, indicated the presence and guidance of persons familiar with the mode of civilized warfare.

For some time previous to the commencement of hostilities emissaries were sent through the several tribes, with the wampum, to incite them to a general attack upon the white settlements. It is a significant fact that United States soldiers, who were made prisoners by the confederate forces, were compelled to sign a parole, containing a stipulation that they should not engage in service against Indians.

Many of the Indians were dissatisfied with the treaties by which they had agreed to part with their lands. They complained that they had been deprived of their hunting grounds and of the means of subsistence. They also complained of alleged frauds on the part of Indian agents and traders, some of which may have been well founded, but many were doubtless groundless. These complaints were aggravated and increased by insidious and false representations made by traders whose licenses had been revoked, and who were smarting under the deprivation of the profits they had been accustomed to make from their traffic with the Indians. These causes combined had for some time tended to produce a spirit of discontent and insubordination in the Indians.

The representation through southern emissaries that the troops of the United States had been defeated in several battles, and that the government of the United States was destroyed and would be unable to resist them, suggested the time as favorable for an effort to recover their lands and to gratify their desire for vengeance upon the whites.

But although the Indians had been for a long time harboring hostile designs, and providing arms and ammunition, the settlers in their vicinity, unsuspecting of danger, had made no provision for defence, and were wholly unprepared for the attack. It is alleged that the onslaught upon the whites was precipitated earlier than was intended, by a sudden raid of a band of four Sioux. These men in roaming through the country obtained some whiskey from a white man, and, becoming intoxicated, engaged in a controversy about their comparative bravery, when they agreed that the one who should first kill a

white man should be regarded as the bravest. They soon afterwards attacked and killed several white men whom they met. They then fled to their village and reported what had occurred. Little Crow, the principal chief, and his band, expecting retaliation by the whites for this outrage, determined immediately to commence the attack they had long been contemplating.

The next morning, from two hundred and fifty to three hundred Indians, headed by Little Crow, proceeded to the agency and engaged in an indiscriminate slaughter of all the whites they could find. They continued their attacks upon the white settlements with the utmost ferocity, until they were defeated by the forces under the command of General Sibley.

The Chippewas, although they have committed no hostilities beyond the plunder and destruction of some property, have for some time past manifested a spirit of discontent, and assumed a threatening attitude. Charges of fraud were made by the chiefs against the United States agent for the tribe. Steps have been taken to investigate these charges, and ascertain whether they are well-founded. Very soon after the commencement of hostilities, the agent left the reservation greatly excited and alarmed, and committed suicide.

The Winnebagoes have been charged with manifesting hostile intentions. It is alleged that some of their tribe were found in arms with the Sioux, but no evidence has been discovered calculated to implicate the tribe. The most of them have remained quietly on their reservation during the war.

The condition of affairs produced by these Indian hostilities demands of Congress prompt legislation. The people of Minnesota have suffered irreparable injuries. Large settlements have been depopulated, and numerous families have been destroyed. The loss of life is beyond the power of Congress to compensate. The destruction of property has been very great, and the sufferers are entitled to indemnity, at least to the extent of the property held by the government in trust for the tribe. No examination has yet been made from which the extent of the pecuniary loss can be ascertained. The mode and measure of indemnity must be determined by Congress.

But the people of Minnesota ask not only indemnity for the destruction of their property, but they insist upon guarantees of future protection. This, they think, can be obtained only by the removal of the Indians to some point so remote from the settlements as to preclude the possibility of another attack. No promises of forbearance and future good conduct on the part of the Indians can allay their fears. It is apparent that while they remain in the vicinity of the settlements they have desolated those settlements cannot be repeopled. The treachery and cruelty of the recent attack upon a confiding and unsuspecting people, involving helpless women and children in indiscriminate slaughter, forbids the indulgence of confidence in the future.

It may well be questioned whether the government has not adopted a mistaken policy in regarding the Indian tribes as quasi-independent nations, and making treaties with them for the purchase of the lands

they claim to own. They have none of the elements of nationality; they are within the limits of the recognized authority of the United States and must be subject to its control. The rapid progress of civilization upon this continent will not permit the lands which are required for cultivation to be surrendered to savage tribes for hunting grounds. Indeed, whatever may be the theory, the government has always demanded the removal of the Indians when their lands were required for agricultural purposes by advancing settlements. Although the consent of the Indians has been obtained in the form of treaties, it is well known that they have yielded to a necessity which they could not resist.

The admission of their right to the lands and of the necessity of their consent to a cession has given them a feeling of independence, and fostered a desire for vengeance for every supposed violation of their rights. They are exacting in their demands for the fulfilment of treaty stipulations, as they construe them, or as they are interpreted by dishonest and designing persons, who are interested in fomenting their discontents, and they seek revenge upon the government for real or imaginary wrongs by the slaughter of women and children.

The duty of the government to protect the Indians and prevent their suffering for the want of the necessaries of life should be fully recognized. They should be taught to earn their subsistence by labor, and be instructed in the cultivation of the soil. The government should designate the place where they shall reside and afford them protection in the lands which are assigned to them for a home, and furnish them with such aid as, with the fruits of their own labor, will afford them an adequate support. They should be taught to rely on the cultivation of the soil for a subsistence, and that they can become independent only through their industry.

Kansas Indians.—The people of Kansas are very earnest in the expression of their wishes for the transfer of the Indian tribes within that State to the Indian country on the south.

The presence of Indians in such great numbers, occupying a large portion of the best lands of the State, retards the progress of the State in population and improvement. The close proximity of the Indians to the white settlements affords facilities for illegal intercourse and traffic which it is found impossible to prevent entirely. As a consequence, the Indians are encouraged in habits of idleness and dissipation, and are despoiled of their money and property. Their removal would undoubtedly result in advantage to both races.

It is not proposed to compel them to remove against their wishes. A large portion of them have expressed a desire to be removed to the Indian country south, and it is believed that the several tribes will readily enter into treaties for the removal of those who desire to be transferred. Portions of the different tribes have made such progress in civilization that they can now cultivate their lands and earn their subsistence. These would remain and become citizens of the State and subject to its laws.

While the people of Kansas and the Indians would be benefited

by this change, it would result in benefit to the government, by diminishing the expenses now annually incurred. Instead of employing one agent for each of the tribes, one competent agent could supervise the business of all of them. That portion of the lands now held by the Indians in Kansas, which may be rightfully claimed by those who will be willing to remove, may be sold for a larger sum than will be required to purchase all the lands they will need in the Indian country.

California Indians.—A provision in one of the appropriation bills of the last session of Congress directed an inquiry into the expediency of reducing the Indian reservations in that State to two, to designate the proper places for them, and the probable cost and the value of the present reservations; also in what manner the expenses of the Indian department in that State can be diminished.

The time which has elapsed since the adjournment of Congress has been too brief to enable the department to obtain the information required; and I can only present at this time some general suggestions.

There are now two superintendents in California, one having charge of the Indians in the northern and the other of those in the southern part of the State. Both keep their offices at San Francisco. I am unable to perceive any advantage from this system of double superintendencies in a single State. By placing the supervision of all the Indians in the State in the control of one superintendent, the salary of one of them, with the expense of clerks and other employés, office rent, &c., may be saved, while a uniform system of management, under one controlling head, would be calculated to lessen the expenses of the general administration throughout the State.

No treaties have been made with any of the tribes in California. The government has assigned to them reservations, and made appropriations to aid in their support. It is expedient, in my judgment, to continue this policy.

The superintendent of the northern district reports to the commissioner that there is no one available location in that district of sufficient extent to afford a home to all the Indians. He recommends the sale of the present reservations and the purchase of two others. No report has been received from the superintendent of the southern district in relation to the subjects referred to in the act of Congress. I do not entertain a doubt that a system for the government and support of the Indians in California may be adopted, which will diminish the present expenses, while the Indians will be greatly benefitted. The length of time required for the transmission of the mails has made it impossible to obtain such information as is necessary to present the necessary details at the present time.

The object can, in my judgment, be best accomplished by the appointment of a board of commissioners, to consist of three persons, who shall make a personal examination of the country, and select suitable locations for the residence of the Indians, and have authority to purchase such claims or individual rights as may interfere with their occupation.

Considerable difficulty has been created in Colorado and Washington with the tribes in those Territories by the great increase of immigration, attracted by newly discovered gold mines. The Indians claim that the land belongs to them, while the miners, in search of new veins, are disposed to pay but little respect to their claims. A sufficient extent of country should be assigned to the Indians, and they should be protected in its enjoyment.

I am fully convinced that many serious difficulties grow out of the practice of permitting traders to sell goods and other property to the Indians on credit. The profits which are made by the traders might be saved for the Indians. It seems to me expedient for Congress to provide by law for the purchase of such goods, agricultural implements, stock, and other articles as the Indians need, to be paid for from the sums provided by treaties to be paid to the Indians. These should be placed in charge of a storekeeper, under the control of the agent, and should be delivered to the Indians as their necessities may require, charging them only their cost and transportation. All contracts with them should be prohibited, and all promises or obligations made by them should be declared void. A radical change in the mode of treatment of the Indians should, in my judgment, be adopted. Instead of being treated as independent nations they should be regarded as wards of the government, entitled to its fostering care and protection. Suitable districts of country should be assigned to them for their homes, and the government should supply them, through its own agents, with such articles as they use, until they can be instructed to earn their subsistence by their labor.

PATENT OFFICE.

The business of this bureau has exhibited increased activity the past year. During the year from October 1, 1861, to September 30, 1862, there were received 5,302 applications for patents, of which 3,522 were granted. In the same time 811 caveats were filed, and 29 applications for extensions were received, of which 18 were granted. Seven hundred patents remain in the office awaiting the payment of the fee which is due on delivery. The law specifies no time within which patents must be taken from the office. This causes a large accumulation for an indefinite period. The law should be amended in such manner as to require the applicants to take the patents and pay the fees within a specified time; or, upon failure to do so, to forfeit their right to the patent, as well as the fees paid.

The balance in the treasury to the credit of the patent fund on the 1st of October, 1861, was $16,750 27. From that date until October 1, 1862, there were received in payment of patent fees $163,405 34; appropriated by Congress, $50,855 49. During the same period there was expended $182,853 89, leaving to the credit of the patent fund on the 1st of October, 1862, $48,157 21.

The large model rooms of the Patent Office have been for some time past occupied as a hospital for sick and wounded soldiers. They are admirably adapted to the purpose, being very commodious and

well ventilated. They contain at this time over 800 patients. The use of these rooms for hospital purposes has been the cause of much inconvenience to the Patent Office, and to every other bureau in the department. This inconvenience has, however, been cheerfully submitted to, in view of the benefits conferred upon the suffering soldiers.

The Commissioner has asked for an appropriation for putting up model cases in the north wing, and for additional improvements in the large hall in the south wing. These improvements are demanded by the increasing business of the office, and the application of the Commissioner is commended to the favorable consideration of Congress.

A balance of $5,720 04 has been found due to Henry S. Davis for the erection of model cases in the west wing.

The balance of appropriation made for that object, and which was sufficient to meet this demand, was carried to the surplus fund, and cannot, therefore, be now applied. An appropriation to meet the claim, which is justly due, is respectfully recommended.

PENSIONS.

The report of the Commissioner of Pensions presents in detail the operations of the Pension bureau during the past year.

The number of pensioners of every class in the loyal States on the 30th June, 1862, was 8,159, requiring the sum of $752,711 71 to pay their pensions. The amount actually paid the past year, including expenses of agencies and arrears of pensions, was $782,161 41.

It is ascertained, from the latest information, that there were 2,073 pensioners in the disloyal States, whose pensions amounted to $168,364 98. The entire amount of pensions paid in those States, in 1861, accounted for, was $8,223 35.

At the close of the last fiscal year there remained in the hands of pension agents in the disloyal States $23,627 56. Of this sum $15,535 29 have been properly accounted for at different points taken and held by the federal forces at which pension agencies were located.

An examination of the statistics furnished by the records of the Pension Office shows a decrease in the number of pensioners, since 1861, of 477. The aggregate payments in that year to pensioners was $1,072,461 55. For the present year the amount due to pensioners is $790,384 76, being $282,077 79 less than was paid the previous year.

The number of bounty-land warrants issued in 1861 was 5,341, granting 834,720 acres. For the present year but 1,636 warrants were issued, granting 257,860 acres, being a decrease of 3,705 warrants, and of 576,860 acres of land.

Since the adoption of the Constitution there have been granted for naval and military services 65,801,862 acres of the public domain, which, if estimated at $1 25 per acre, amounts to $82,257,327 50; and the aggregate amount of money expended by the government in the payment of army and navy pensions, since its organization, is ascertained to be $90,668,521 06.

The general pension act passed by Congress at its last session, and approved on the 14th July, 1862, has largely increased the business of the Pension Office, and will add materially to the expenditures on behalf of the pension list. The law embraces in its terms every branch of the military and naval service of the United States since the 4th March, 1861, and humanely provides for two classes of pensioners hitherto not recognized, viz: mothers and sisters, dependent for support upon officers or soldiers, and the pensions to disabled seamen, and to widows and minor children of persons in both the army and navy, are increased.

The Commissioner states that "these facts, in addition to the consideration of the great numbers now employed in the army and navy, have led to apprehensions, in some quarters, of an extravagant, if not insupportable, annual burden resulting from this law, in itself certainly no more liberal than simple justice demands towards the armed defenders of the country in this day of trial. From a careful examination of the data upon which estimates may be based, it is my conviction—always supposing the results of the war to be commensurate with what may reasonably be expected from the means employed—that the total annual sum required to carry out this law will in no year exceed $7,000,000."

The number of applications for army invalid pensions under this act was, to November 15, 4,411. The number of applications of widows (army) under this law to the same date was 5,161; of mothers, 901; of minor children, 20; and of sisters, 10.

In the navy branch there were filed previous to November 15, 163 applications for invalid pensions, 115 for widows, 20 for mothers, and 3 in behalf of minor children. Making the total number of applications growing out of the present war 10,804.

The eighth section of the pension act of July 14, 1862, made it the duty of the Commissioner of Pensions to designate physicians and surgeons to make biennial examinations of pensioners, as required by the act of March 3, 1859, and also to examine applicants for invalid pensions under the late act. In the performance of this duty the Commissioner has selected persons in the various States with reference to their professional skill and integrity of character. It is believed that the benefits designed by this provision of the law will be fully realized, and the greatly augmented labors imposed upon the Pension bureau will be performed with little difficulty if the zealous co-operation of these officers is obtained.

The act of July 14, 1862, authorizing the appointment of a special agent of the Pension Office to assist in the detection of frauds against the pension laws, omitted to make appropriation to defray the expenses incident to the service required by the law, and I have therefore submitted an estimate of the amount that will be necessary for that purpose.

The Commissioner alludes to "certain erroneous impressions which have prevailed in some quarters" of the existence of obstacles in the way of the ready transaction of business in the prosecution of just claims for pensions; and that officer clearly explains, for the informa-

tion of all parties, the forms prescribed for the convenience of applicants under the various pension laws, and shows that any one of ordinary intelligence can, by following the instructions of the bureau, secure the admission of his claim without difficulty.

Considerable difficulty has been experienced in prescribing a mode of authenticating pension claims, which shall be sufficiently liberal to claimants, and at the same time protect the government against frauds.

To require all applications to be authenticated before a court of record causes much trouble, and, in many cases, unreasonable expense to the applicants. If the authentication before any person authorized to administer oaths shall be admitted as sufficient, experience has demonstrated that the government is exposed to gross frauds. Large sums have been obtained from the treasury upon fraudulent certificates of justices of the peace and notaries.

To remedy these evils, it is recommended that the department be authorized to appoint pension commissioners, who shall be authorized to receive applications, administer the necessary oaths, and certify the papers to the Pension Office, under proper regulations. The commissioners should receive from the applicants reasonable fees for their services, and the pension certificates should be forwarded to them to be delivered to the pensioners. A commissioner may be appointed in each county where it is probable any applicants for pensions reside.

The adoption of a system like this would protect applicants for pensions from the unjust charges which, in many cases, are now made by agents and attorneys.

The attention of Congress is invited to the accompanying able report of the Commissioner of Pensions.

THE EIGHTH CENSUS.

In my last annual report I stated that the taking of the census had been completed, and that the returns were being tabulated as fast as circumstances would admit. Since that period I communicated to Congress, at the last session, a report of the Superintendent, which embraced a narrative account of the progress and condition of our population, agriculture, manufactures, internal improvements, banking institutions, &c., &c., illustrative of the tabular statements which accompanied the report, and of others not ready for publication.

In pursuance of resolutions of the two houses of Congress, respectively, this report has been printed, and appears to have been favorably received. The work in its now detailed form is being prepared with all the rapidity consistent with correctness, and it will devolve upon Congress to direct its publication in such manner as to insure its greatest utility. Much of the work is now ready for the press, and no pains will be spared to have the whole completed at the earliest moment possible.

In the present condition of the country it is difficult to state what sum may be required to complete payments to the marshals and as-

sistants, or such of them as should be compensated, and to complete the work. There remains due and unpaid to marshals and assistants the sum of $223,980, being for the most part due officers in the insurrectionary States, and which was withheld on account of the known disloyalty of some, the uncertainty which existed respecting others, and the impossibility of obtaining the information necessary to enable the Superintendent to arrive at satisfactory conclusions.

The expenses of compiling the census have been increased by the demands which have been made by other departments for clerical assistance, and the calls for information by Congress and the departments, which have, at times, necessarily diverted many clerks on the census from their ordinary duties. While the law of February 22, 1862, makes this office, in a measure, subordinate to the War Department, for which it has performed much service, it has seen proper to assign a portion of its clerks, in moments of pressure, to other branches of government. For these reasons, and on account of the great increase of population and number of farms, enlarged area, multiplied manufactures, and augmentation of numerous other interests, all involving increased expenditure under the law, it will be necessary to make some additional appropriation to complete the compilation of the census, and I respectfully suggest the sum of $50,000 as requisite for that purpose, leaving it to Congress hereafter to provide for the claims of the census takers in the insurrectionary States.

On this service, at the present time, one hundred and ten persons are employed, including clerks, laborers, messengers, and watchmen.

The appropriations heretofore made to this service amount to		$1,627,000 00
Of which there has been paid to marshals and their assistants	$1,064,432 03	
For clerk hire and contingencies	422,934 20	
		1,487,366 23
Leaving unexpended on the 30th September		139,633 77

I have heretofore recommended the establishment of a bureau of statistics in connexion with this office, and the experience of each year confirms my opinion of the propriety of such a measure.

AFRICAN SLAVE TRADE.

Continued efforts have been made, with much success, during the past year to suppress the African slave trade. Several convictions have been obtained of prominent persons engaged in fitting out vessels for this traffic, and the lesson has been impressively taught that it cannot longer be prosecuted with impunity.

The recent treaty made with Great Britain for the suppression of the slave trade will do much to accomplish the object desired.

The unexpended balance of the appropriation for the suppression

of the slave trade made two years ago, will be sufficient to meet any ordinary expenditures during the next fiscal year, and no additional appropriation is recommended.

UNITED STATES COURTS.

The expenses of the United States courts during the fiscal year ending June 30, 1862, were $523,662 02, being $204,337 59 less than the expenses of the previous year.

The expenses of the several districts were as follows:

California, northern district	$13,610 08
California, southern district	1,381 66
Colorado Territory	19,418 09
Connecticut	3,721 70
Columbia, District of, (including expenses of Supreme Court,)	67,135 30
Delaware	404 62
Florida, southern district	1,616 65
Illinois, northern district	15,343 50
Illinois, southern district	21,563 21
Indiana	9,164 74
Iowa	10,471 09
Kansas	12,860 81
Kentucky	4,854 05
Maine	9,682 58
Maryland	26,901 67
Massachusetts	36,417 87
Michigan	18,256 16
Minnesota	6,200 47
Missouri, eastern district	18,684 06
Nebraska Territory	8,104 70
New Hampshire	1,975 78
New Jersey	5,125 11
New York, northern district	44,406 70
New York, southern district	66,238 47
Ohio, northern district	8,949 30
Ohio, southern district	15,912 56
Pennsylvania, eastern district	20,194 46
Pennsylvania, western district	16,019 94
Rhode Island	8,871 71
Vermont	1,298 31
Virginia, western district	21,991 43
Washington Territory	733 11
Wisconsin	6,016 13
Making a total of	523,662 02

The principal cause of the decrease of expenses is the suspension of the courts in the insurrectionary States.

It has been the practice heretofore in many of the districts to sum-

mon a much larger number of jurors than was necessary to transact the business. Congress has provided the mode of selecting jurors, but has placed no limit upon the number.

In order to lessen the unnecessary expenses thus created, an order was issued by this department, directing the marshals to limit their estimates for jurors to eighteen grand and twenty-four petit jurors, which are believed to be sufficient for the transaction of the ordinary business of the courts.

The marshals in most of the districts have readily conformed to this order, and a large saving of expense has been the result. In a few of the districts the courts have denied the power of the department to limit the number of jurors, and have instructed the marshals to summon a larger number than the regulation contemplates.

There is a constant tendency to increase the expenses of the courts, which can only be checked by vigilance on the part of those upon whom the law has devolved the duty of auditing the accounts. An unlimited power to summon jurors is subject to abuse, and should not be allowed to exist. To remedy the evil, it is recommended that Congress shall limit the number to be summoned to attend any term of the court to eighteen grand and twenty-four petit jurors, unless the Secretary of the Interior shall, upon the application of the district attorney, for special reasons, authorize a larger number.

A saving in the expense of keeping prisoners convicted of a violation of the laws of the United States may be made by conferring upon the Secretary of the Interior the power to designate the prisons in which they shall be confined. Under the existing law the court is required to sentence prisoners to confinement in the State penitentiary of the district in which the conviction occurs. No limitation is placed upon the prices to be paid for subsistence, and the government is compelled to pay whatever the officers of the prison may see proper to charge. In many of the States there are prisons controlled by cities or counties in every respect equal to the State penitentiaries, and in which the prisoners are profitably employed in mechanical labor. If the power should be given to the Secretary of the Interior to contract for the keeping of United States prisoners in any suitable prison in the State, competition would be excited, and a large reduction would be made of the present rates of subsistence.

A large expense for keeping prisoners is created in the Territories from the want of suitable prisons. Guards are employed to prevent their escape, and frequently as much as four dollars a day is paid for guarding a single prisoner during the whole term of his imprisonment. This expense may be obviated by authorizing the Secretary of the Interior to direct that United States prisoners convicted in a Territory in which there is no suitable prison be sent for confinement to a penitentiary in one of the nearest States.

During the last session of Congress there was considerable discussion upon the propriety of changing the law fixing the compensation of district attorneys. As the question was not finally disposed of, I have deemed it proper to present a statement of the compensation received from the government by those officers during the fiscal year

ending June 30, 1862, as far as the same can be shown by the record of the settlement of their accounts:

California, northern district, the compensation of the district attorney for the last half of 1861 was	$1,870 00
No settlement has been made for the first half of 1862, but, supposing his fees to be equal to the preceding six months, his compensation for the year was	3,740 00
California, southern district, returned only from February 4, 1862, at $1,050; whole amount estimated	2,500 00
Colorado	2,403 13
Connecticut	836 58
Columbia, District of, first half of 1862, $2,275; last half estimated at same, making	4,550 00
Dakota Territory	569 49
Delaware, last half of 1861, $130; estimated at same for first half of 1862	260 00
Florida, northern district	1,111 10
Illinois, northern district	2,055 00
Illinois, southern district	2,320 85
Indiana	1,934 00
Iowa	1,188 00
Kansas	1,807 33
Kentucky	589 80
Maine	2,673 00
Maryland	3,791 12
Massachusetts	4,740 40
Michigan	2,549 65
Minnesota	1,413 40
Missouri, eastern district, for last half of 1861, $1,049 96; estimate same for first half of 1862	2,099 92
Missouri, western district	171 44
Nebraska Territory	760 00
Nevada Territory, last half of 1861, $578; estimate same for first half of 1862	1,156 00
New Hampshire	444 51
New Jersey	929 20
New York, northern district, whole amount of fees, $8,966 68, from which are paid assistants and office expenses, leaving	6,000 00
New York, southern district, gross fees, $18,407 33. The attorney's salary is fixed by law at	6,000 00
Ohio, northern district	1,877 69
Ohio, southern district	2,320 91
Pennsylvania, eastern district, last half of 1861, $1,761 26; estimate same for first half of 1862, making	3,523 52
Pennsylvania, western district	1,776 23
Rhode Island	879 00
Vermont	183 40
Virginia, western district	1,807 64
Washington Territory	2,043 00
Wisconsin	882 50

The fee bill of 1853 allows to district attorneys in criminal suits tried by a jury a counsel fee not exceeding $30 where conviction is had. No provision is made for the allowance of a similar fee in civil cases, and it is recommended that the law be so amended as to authorize such allowance to be made upon a certificate of the judge before whom the cause is tried. Civil cases frequently consume several days in the trials, and no compensation is allowed to the district attorney under existing laws except a docket fee of $20.

PUBLIC BUILDINGS.

The report of the Commissioner of Public Buildings exhibits, in detail, the condition of the buildings and grounds under his charge.

The large number of sick and wounded soldiers demanding attention at this point rendered it necessary, in the judgment of the Surgeon General, to occupy the Capitol as a hospital during a portion of the time since the adjournment of Congress, and it was taken possession of for that purpose by order of the War Department.

More than the ordinary expenditures for cleaning and repairs have been rendered necessary by this occupation of the building.

The outside painting of the old Capitol, authorized by Congress at its last session, has been completed, and has greatly improved its appearance. The army bakery which had been erected in the basement has been removed.

Any appropriation of the Capitol to military uses must necessarily cause injury to the building and defacement of the expensive decorations by which it is ornamented. I respectfully suggest that Congress should provide by law against its future occupation for any other than the purposes for which it was erected.

The Long Bridge over the Potomac river has been used as a railroad bridge during the past year, and has been kept in repair by the War Department at a very great expense. The structure is too weak to sustain the weight of heavy trains, and has several times given way under their pressure. The ordinary travel over the bridge has been entirely suspended by a recent order of the War Department, to the great inconvenience of the community.

To obviate these difficulties, the Alexandria, Washington, and Georgetown Railroad Company propose to construct a new bridge by the side of, and connected with, the present structure, to be occupied exclusively by the railroad track. The construction of such an additional bridge, while it would increase the capacity of the road to facilitate the transportation required by the government, would greatly promote the convenience of the public by leaving the old bridge open for ordinary travel.

It is desirable that Congress shall, as early as possible, authorize the company to construct the additional bridge proposed.

The road from the Navy Yard Bridge to the Insane Asylum needs additional repairs. The extensive injury to this road, caused by government transportation, has rendered necessary a larger expenditure than that authorized by Congress for the repair of this and another road leading from the bridge.

A new jail and penitentiary are much needed. These may be constructed together at much less cost than would be required to construct them separately.

The northern portion of the Patent Office building remains unfinished. The estimated cost of completing it is $60,000, and an appropriation for that purpose is recommended. This would complete the construction of the building.

CAPITOL EXTENSION AND THE NEW DOME.

By a joint resolution of Congress, approved April 16, 1862, this department was charged with the supervision of the Capitol extension and the erection of the new dome. The prosecution of these works had been suspended since the 15th of May, 1861. The joint resolution provided that no money theretofore appropriated should be expended on the Capitol, except so much as was necessary to protect the building from injury by the elements and to complete the dome.

To carry out the intention of Congress, it was deemed advisable to prosecute the work on the two eastern entrances of the Capitol extension, for the purpose of affording, at as early a day as possible, permanent protection to the eastern front, and the extensive foundations that had been laid for the steps and cheek blocks ; to complete the porticoes of the connecting corridors, so that the roofing might be speedily finished, and thus remove a prolific source of deterioration to the building ; to afford such temporary protection to the upper surfaces of the exposed walls of the building as might be found to be expedient, in view of the length of time that would necessarily elapse before the work could be completed, and to finish the granite steps of the basement.

The work has been steadily prosecuted in accordance with this plan. The porticoes of the two eastern corridors have been finished, and it is expected that those on the western front will be completed and the roof laid over them before the close of the season. The massive entrances to the eastern porticoes are more than half completed ; the steps of the western arcades are finished, and the temporary protection to the exposed walls of the building, recommended by the architect, has been afforded.

The amount of available appropriation, when the work was resumed under the supervision of this department, was $356,107 24. Of this there has been expended, up to October 31, 1862, $99,099 09, leaving an unexpended balance of $257,008 15. This sum will be sufficient to continue the work until the close of the present fiscal year. An appropriation of $500,000 will be necessary for the next fiscal year.

The aggregate amount of all the appropriations made for the Capitol extension is $6,283,621 74. It is estimated by the architect that additional appropriations, to the amount of $600,000, will be required to complete the work. This will make the entire cost of the Capitol extension, when completed, $6,883,621 74.

NEW DOME.

The work on the new iron dome has progressed with great rapidity. The principal frame of the structure is now completed; the ribs of the cupola have been put in place, and the workmen are engaged in setting the plates which constitute the outer covering, all of which will be finished before the close of the year. This will leave nothing to be done to complete the exterior but the construction of the tholus, or lantern, upon the top of which is to be placed the statue of Freedom, which is intended as the crowning feature of the dome, and the placing of the ornaments on the upper windows and around the spring of the cupola.

The present height of the iron work above the basement floor of the Capitol is 215 feet, and the height of the portion yet to be constructed, including the crowning statue, is 71 feet 3 inches, making the entire elevation, when completed, 286 feet 3 inches.

The original estimate of the cost of the dome was $945,000. The whole amount appropriated by Congress, up to the present time, is $700,000. The expenditures, from the commencement of the work to the suspension, in May, 1861, were $561,140 79, and since the resumption of the work, under the supervision of this department, to October 31, 1862, $56,867 49, making an aggregate of $618,008 28, leaving a balance of appropriation, at that date, of $81,991 72.

It is estimated that an additional appropriation of $200,000 will be necessary for the completion of the work. This will make the aggregate cost $900,000, being $45,000 less than the original estimate.

POTOMAC WATER WORKS.

On the 15th of July last the supervision of this work was transferred from the War Department to this department, under the authority of a joint resolution of Congress. The work was suspended in the spring of 1861, and was not resumed until after its transfer to this department. Since that time the work has been in progress, and it is estimated that it may be completed by the 1st of July, 1863.

The supply of water, at present, is obtained from Rock creek, and is found to be entirely inadequate to the demands of the public buildings and the wants of the citizens. During the extreme dry weather of the present fall it has been necessary to observe the strictest economy in the use of the water, and to suspend the high service supply of Georgetown. A full supply of water cannot be obtained until the connexion with the Potomac river shall be completed. When this shall be effected an abundant supply of pure and wholesome water will be furnished, sufficient to meet all the demands of the public buildings and the citizens of Washington and Georgetown, with any amount of population those cities are likely to acquire.

The aggregate amount of appropriations heretofore made for the work is $2,900,000. There had been expended, previous to the transfer of the work to this department, $2,675,832 53, leaving a

balance of $224,167. 47. Of this sum there was expended, under the direction of this department, prior to October 1, 1862, $9,215 80. The balance then remaining on hand of $214,951 67 is estimated to be sufficient to complete the work, so far as to procure a full supply of water from the Potomac, sufficient to meet every requisition.

It is proposed by the engineer in charge of the work to construct a dam from the Maryland shore to Conn's island, in the middle of the river, omitting for the present the construction of that part of the dam embraced in the plan of General Meigs, which was designed to connect the island with the Virginia bank of the river. The dam on the Maryland side of the island, it is believed, will supply the conduit with sufficient water to meet the largest demands of the community for many years.

Should an additional supply be hereafter required it can be obtained by the construction of the dam on the other side of the island, according to the original plan. All the work, which will be done under the direction of W. R. Hutton, esq., the present engineer, will be in accordance with the plans of General Meigs, which have received the sanction of Congress.

An appropriation of $10,000 will be required for superintendence and repairs of the aqueduct during the fiscal year ending June 30, 1864.

THE PUBLIC PRINTING.

The public printing during the last year has been much greater than during any preceding year. This increase has been occasioned not only by the unusual quantity ordered by Congress at the last session, but by the immense number of blanks required by the War and Navy Departments, and by the new bureau of Internal Revenue.

The government printing office has been managed with the utmost regard to economy practicable; and the cost of the printing to the government has been the pay of the workmen employed and the cost of the materials used, thus saving the large profits heretofore made by the public printer under the former system of doing the public work.

The report of the Superintendent of Public Printing, giving in detail the amount of printing done, will show that the interest of the government has been greatly promoted by the adoption of the present mode of executing it.

WASHINGTON AND GEORGETOWN RAILROAD.

This important work has been completed in a substantial manner, and is now in successful operation. The several branches of the road were completed and put in operation within the periods designated by Congress. The advantages anticipated from the construction of the road have been fully realized, and the large number of passengers with which the cars are daily thronged furnish ample evidence of their appreciation by the community. The railroad

company is required to keep in repair eighteen feet of Pennsylvania avenue. The remainder of the street, relieved of the heavy omnibuses, when put in good order, can be kept in repair for much less than the amount heretofore expended for that purpose.

HOSPITAL FOR THE INSANE.

The duties devolved upon this institution have been discharged during the past year with great fidelity and success.

On the 30th of June, 1861, there were under treatment 180 patients—108 males and 72 females. During the year ending June 30, 1862, there have been admitted : from the army, 139 ; from the navy, 15 ; from civil life, 18 males and 12 females, and from the soldiers' home, 1—making a total of 185.

The number of patients discharged during the year was : recovered, 95 males and 8 females ; improved, 15 males and 1 female ; died, 24 males and 10 females—making a total of 153.

There remained in the institution June 30, 1862 : from the army, 75 ; from the navy, 15 ; from civil life, 56 males and 65 females, and one from the soldiers' home—making a total of 212.

During the past year important improvements have been made for the introduction of water to the building, which have cost about $3,000. The superintendent has completed these improvements from the ordinary funds, without asking any special appropriation.

The constantly increasing number of patients in this institution will require increased appropriations for their support. The benefits conferred upon that unfortunate class of the community who have such strong claims upon the sympathy and benevolence of the country, as well as the excellent management of the institution, should commend it to the favorable consideration of Congress.

For more specific information reference is made to the accompanying report of Dr. Nichols, the superintendent.

COLUMBIA INSTITUTION FOR THE DEAF AND DUMB AND THE BLIND.

The number of pupils in this institution on the 1st of July, 1861, was thirty-five. During the last fiscal year six were received and three withdrew, leaving, on the 1st of July, 1862, thirty-eight.

The new building, for which an appropriation was made by Congress at its last session, is now rapidly approaching completion. The directors request an appropriation to furnish the building with gas and heating apparatus. Estimates for these improvements will be found in the accompanying reports. They are much needed, and are commended to the favorable consideration of Congress.

Some additional facilities are desired by the directors for the instruction of the pupils in the mechanical arts, and also an appropriation for the extension of the grounds connected with the institution. The propriety of making the appropriations requested must be determined by Congress.

METROPOLITAN POLICE.

The police force consists of 1 superintendent, 10 sergeants, and 150 patrolmen; 121 are on duty in the City of Washington, 19 in Georgetown, and 20 in the county of Washington; 139 are on foot, and 21 are mounted.

The population of the District of Columbia, as shown by the census of 1860, is 75,080. The large number of transient residents in the district during the past year has swelled the population, during that period, to near, if not quite, 100,000.

The present police force is inadequate to the complete protection of so large a population, especially at a time when so many causes exist tending to breaches of the peace and violation of law. The police board of commissioners recommend an increase of the number to 300. For the reasons in detail upon which this recommendation is based reference is made to the report of the board accompanying this report.

The board of police earnestly recommend an increase of salaries. The present compensation is, for the sergeants, $600, and for the patrolmen, $480 per annum. This is below the rate of compensation paid other officers of the government whose duties are less laborious and responsible than those of the police.

The police of the Capitol receive $1,100, messengers in the several departments, $840, assistant messengers, $700, and the watchmen and laborers of the department, $600 per annum.

The propriety of increasing the compensation, as recommended by the board, must be submitted to the judgment of Congress.

An act of the last session of Congress authorized the police board to designate magistrates in the several wards, before whom offenders should be taken for examination and trial. No provision was made for the payment of the magistrates thus designated; and, as the fees which they may be able to collect do not constitute an adequate compensation for the duties imposed, they decline their performance, and thus the object of the law has wholly failed.

The present mode of trying criminals for petty offences is very defective, and is attended with great expense. In most of the cases the magistrates have no final jurisdiction, and can only commit the offenders for trial by the criminal court. If the defendants are unable to procure bail they are committed to jail, and subsisted at the expense of the government until their cases can be finally decided. A grand jury, as well as a petit jury, must then pass upon them, involving great expense and delay in disposing of trivial cases, which should be determined in a summary manner.

These evils might be removed and the expense of the administration of the criminal laws greatly diminished by the creation of a police court for the District of Columbia, consisting of a single judge, and having final jurisdiction of all offences of a less grade than felony. The court should be kept open every day except Sundays, and such otheer days as are not devoted to public business. Courts of this character

have been found necessary in all the large cities of the States, and might be introduced here with great benefit to the peace of the District and economy to the government.

The subject is recommended to the attention of Congress.

PENITENTIARY.

Since the adjournment of Congress the accumulation of arms and ammunition at the arsenal in this city rendered additional buildings indispensable for their preservation. Upon the recommendation of the Secretary of War, an order was made by the President, on the 19th day of September last, to remove the prisoners and surrender the penitentiary buildings to the War Department, to be used as an arsenal. In compliance with this order I made arrangements with Amos Pilsbury, esq., superintendent of a penitentiary at Albany, in the State of New York, to receive the prisoners and subsist them until the expiration of their several terms of service, or until Congress shall make some provision for their confinement elsewhere.

In accordance with this arrangement the prisoners were carried in a transport vessel furnished by the War Department directly from Washington to Albany, and were safely delivered into the custody of the warden.

Since the prisoners were sent to Albany Dr. John B. Blake, one of the inspectors of the penitentiary of the District of Columbia, by my request visited Albany for the purpose of making a personal examination of the prison and the condition of the prisoners. He reported that the prison was well adapted to the purpose for which it was constructed, and was admirably conducted. He says: "The most striking feature of the establishment is the entire cleanliness of every department, and of the convicts themselves. On entering the workshops the impression is produced that they are neat manufacturing establishments filled with industrious artisans who are working for wages, instead of from compulsion and as a punishment."

"Strict attention is paid to the sanitary, moral, and religious condition of the prisoners. Sickness is of very rare occurrence; but when a convict complains of being indisposed, he is immediately removed to a comfortable hospital in the building, where he receives the attention of a skilful physician."

The convicts are all employed in the business of shoemaking. The number of convicts sent to Albany was 131. The cost of their subsistence there will be $1 25 each, per week. The expense of supporting them at Albany will be less than the cost of sustaining the penitentiary in the District.

The number of convicts in the penitentiary on the 1st of October, 1861, was 158. Between that period and the 1st of October, 1862, there were received 174, of which 102 were soldiers who were convicted of various military offences by courts-martial. These were pardoned by the President, under the provisions of an act of Congress passed at the last session. The whole number of prisoners disposed of during the last year was 201, of which 71 were discharged

by expiration of sentence, 128 were pardoned by the President, 1 escaped, and 1 was transferred to the Insane Asylum, leaving 131 on the 1st of October, 1862, which was the number transferred to the prison at Albany.

It is recommended that a law shall be passed by Congress sanctioning the transfer of the prisoners, and authorizing the confinement in the penitentiary at Albany, or in some other prison out of the District, all persons who may be convicted in the District, until a suitable prison shall be erected.

The appropriations for the support of the penitentiary of the District for the present fiscal year amount to $30,123 75. An appropriation of $20,000 is recommended for the next year for the support of the prisoners transferred to Albany, and for the removal and support of such as may be hereafter convicted. A small sum of money, not less than $10, should be given to each prisoner when he leaves the prison, to enable him to reach the place to which he may desire to go. The appropriation asked for will be sufficient to meet this expenditure, and to support at least 175 convicts at Albany, including the cost of their transportation.

It is gratifying to observe the evidences of increasing prosperity which are visible in the District of Columbia. It should be the policy of Congress to give encouragement to the enterprise which produces this prosperity, and, by liberal legislation, to advance the growth and improvement of the capital of the nation.

I have the honor to be, very respectfully, your obedient servant,

CALEB B. SMITH,
Secretary.

The PRESIDENT.

REPORT

OF

THE COMMISSIONER OF THE GENERAL LAND OFFICE.

GENERAL LAND OFFICE, *November* 29, 1862.

SIR: Pursuant to the resolution of the Senate of the United States adopted on the 28th February, 1855, I beg leave to submit the following as an abstract of the annual report of this office for the year 1862, and bearing even date with this. The report shows—

1. Total area of the public lands, surveyed, offered, unoffered, and unsold on 30th September, 1862.
2. The area surveyed during the year ending 30th June, 1862.
3. The area surveyed during the quarter ending 30th September, 1862.
4. The area disposed of during the year ending 30th June, 1862, and the quarter ending 30th September, 1862, for cash, by location with bounty land warrants; also for railroads and swamp grants for same periods.
5. Proclamations of public sales in October, 1862, in Wisconsin and Oregon.
6. Area surveyed in Washington Territory ready for market, to be submitted for proclamation when advices are received as to suitable time for holding public sale.
7. Aggregate issues of warrants and acres covered thereby under bounty land laws of 1847, 1850, 1852, and 1855, from commencement to 30th of September, 1862.
8. Whole area in acres of military claims under revolutionary, war of 1812, and other acts to 30th September, 1862.
9. Aggregate area of lands certified to States under railroad grants of 1856 and 1857.
10. Aggregate area of lands certified to States under swamp grants of 1849 and 1850—principles of adjudication.
11. Homestead circular issued.
12. Agricultural college law considered.
13. Extension of Des Moines river grant of 1846 by recent act and resolution of Congress.
14. Pre-emptions on home reservation of the Winnebagoes in Blue Earth region, Minnesota, steps taken in regard to same.
15. Public surveys treated of in reference to Illinois, Missouri, Louisiana, Florida, Iowa, Wisconsin, Minnesota, Kansas, Nebraska, Dakota, Colorado, California, Oregon, Washington, Nevada, New Mexico—consolidation of surveying districts of Utah with Colorado, and Nevada with California—cost of survey of private titles in California and New Mexico—timber protection.
16. Donations in Oregon and Washington, measures to expedite survey of them.
17. Pre-emption modification as to Colorado, and general modification suggested as to continuance of settlement.
18. Pacific railway considered—questions which have arisen in connexion with the grant treated of.

19. Coal—useful metals in the region traversed by the projected road.
20. The auriferous region specially considered—its great extent and wealth.
21. Geological and mineralogical explorations suggested, and a moderate appropriation to that end recommended.
22. Tables and statements submitted, exhibiting details.

With great respect, your obedient servant,

J. M. EDMUNDS, *Commissioner.*

Hon. CALEB B. SMITH,
Secretary of the Interior.

GENERAL LAND OFFICE, *November* 29, 1862.

SIR: During the past year, the surveying system of the public lands, under limited estimates and appropriations, has been in operation in Wisconsin, Minnesota, Dakota, Nebraska, Kansas, New Mexico, Colorado, California, Oregon, Washington, Nevada, besides including surveying office-work for Iowa, Illinois, and Missouri.

On the 30th September, 1861, there was of public lands on hand surveyed, *offered*, *unoffered*, and *unsold*, as per last report, the quantity of	134,218,330.89	acres.
Deduct the quantity disposed of during the quarter ending 30th September, 1861, of	185,869.87	"
Leaves on the 30th June, 1861, surveyed, offered, unoffered, and unsold, the quantity of	134,032,461.02	"
To this add lands returned as surveyed during the year ending 30th June, 1862	2,673,131.32	"
Also those returned as surveyed in quarter ending 30th September, 1862	461,936.09	"
Making a total of	137,167,528.43	"
Less the quantity disposed of during the five quarters ending 30th September, 1862, as hereinafter indicated, of	2,024,529.43	"
Leaving surveyed, offered, unoffered, and undisposed of on the 30th September, 1862, the quantity of	135,142,999.00	"
This aggregate consists of—		
Unoffered lands	51,223,349.38	"
Offered lands	83,919,649.62	"
Including the lands in California referred to in the report of 1861 as then under proclamation.		
During the year ending 30th June, 1862, there were disposed of for cash	144,849.97	"
Amounting to	$125,048 30	
Located with bounty land warrants	611,826.84	"
Certified under railroad grants to Iowa and Michigan	597,129.10	"
Approved and certified during same as swamp land	24,116.09	"
Making an aggregate, during the year ending 30th June, 1862, of	1,377,922.00	"

Brought forward	$125,048 30	1,377,922.00 acres.
During the quarter ending 30th September, 1862, there were sold for cash, (part estimated)		9,408.68 "
For	12,427 96	
Located by bounty land warrants, (part estimated)		100,228.93 "
Certified under railroad grants to Wisconsin and Minnesota		536,769.82 "
Approved in same quarter as swamp lands		200.00 "
Total quantity disposed of in the five quarters ending 30th September, 1862		2,024,529.43 "
Aggregate cash receipts during the same period	137,476 26	

PUBLIC SALES.

On the 28th May, 1862, the President's proclamation was issued for sales in Oregon, to take place in October, 1862, embracing 4,422,700.98 acres.

And on 30th May, 1862, a proclamation was issued for a sale in Wisconsin, also to take place in October, 1862, for 834,263 acres.

Making an aggregate proclaimed since last report of 5,256,963.98 acres.

There are now about $2\frac{3}{4}$ millions of acres in Washington Territory surveyed and ready for market, which it is proposed to recommend for proclamation as soon as the requisite information, which has been called for, is had as to the most suitable period for public sale.

Under the bounty land laws of 1847, 1850, 1852, and 1855, there have been issued since the commencement of operations to the 30th September, 1862, the aggregate number of warrants, 537,471, covering 58,876,430 acres.

On the 30th September, 1862, there were of those, outstanding and unsatisfied 65,913 warrants, covering 7,123,380 acres.

Numerous bounty land cases have been brought to the attention of this office, in which individuals have placed their warrants in the hands of agents or attorneys, with power to sell or otherwise dispose of the same, and thereafter, upon not having the proceeds accounted for by such agents, the principals interpose caveats to arrest the issue of patents. The purchasers in such cases derive title from attorneys in fact, acting under competent authority to sell, and whose neglect to hand over the proceeds of sale should not affect the title of their vendees to the property sold and delivered in pursuance of authority from the principals. The latter took the risk of the good faith of their agents, and not the vendees, so far as the agents accounting for the funds they received is concerned. The caveator's remedy under such circumstances is against the defaulting agent, and hence, where assignments of warrants returned are found regular in form, and the *bona fide* character of the purchase undisputed, the decision of this office requires the patents to issue to the assignees as innocent purchasers. Yet where parties desire to litigate the matter, time is allowed them to do so; this office in such class of cases awaiting the result of the judicial proceedings before issuing the patents.

REVOLUTIONARY BOUNTY LAND SCRIP.

By the act of Congress approved August 31, 1852, in consideration of the cession by Virginia of the "Northwestern Territory," and of the grant of the unappropriated lands in the Virginia military district, Ohio, the United States promised to satisfy in scrip all outstanding warrants or parts of warrants is-

sued or allowed by the State of Virginia prior to the 1st of March, 1852. Under this act, up to the 1st of October, 1861, there had been issued 938,054 acres. During the current year, owing to the disturbed condition of the country, and the fact that most of the outstanding claims of this class were owned by parties residing in Virginia, Missouri, Kentucky, Tennessee, and Louisiana, only 4,342 acres have been issued, making, since the passage of the law, a total scrip issue of 942,396 acres.

No new claims for scrip have been presented during the past year.

The warrants now on file under the said act of August 31, 1852, call for the issue of scrip to the amount of 149,014 acres in suspense for causes which can be relieved only by the claimants themselves, every perfected case having been satisfied.

It is estimated that 100,000 acres of scrip, if authorized, would fully satisfy all and every outstanding and unsatisfied warrant of the class in question not yet filed in this office.

UNITED STATES REVOLUTIONARY BOUNTY LAND SCRIP, ACT OF MAY 30, 1830.

Warrants are now on file in this office calling for 600 *acres* granted by the general government for services in the war of the revolution, but the same stand *suspended* for defects existing in the proofs of heirship and assignments.

It is believed that very few, if any, of these warrants are outstanding, their issue having been inhibited by the act of Congress of June 22, 1860.

WAR OF 1812 AND REVOLUTIONARY WAR.

By the act of Congress of February 8, 1854, the further issue is prohibited of warrants of either of these classes after June 25, 1858.

It is provided by the act of June 23, 1860, that such of these warrants as were outstanding and unsatisfied could not be located after *the 23d day of June*, 1863. As these warrants are of equal validity with those granted under subsequent acts, being for *a five years' service*, or during the war, the restriction should be repealed, as heretofore recommended in the annual reports of this office.

There are many of these war of 1812 warrants outstanding and unsatisfied.

VIRGINIA MILITARY DISTRICT, OHIO.

By a decree of cession of date December 9, 1852, the Commonwealth of Virginia, by her constituted authorities, conveyed to the United States all the unappropriated land embraced in said district, lying between the Little Miami and Sciota rivers, northwest of the river Ohio, in consideration of the passage by Congress of the scrip act of August 31, 1852. This grant is estimated to embrace some 40,000 acres. Seventeen patents for lands in this district have been issued during the past year, calling for 2,331 acres, and numerous cases are on file in which patents are applied for, but suspended until defects existing in the papers shall be remedied.

The residuum of lands in the Virginia military district consists of small, irregular, fractional parcels, which have never been restored to the mass of the public domain. It has been repeatedly recommended that some disposition should be made of them, either for public beneficial purposes, or allowing the same to be located with Virginia military warrants, or granting the right to adjacent proprietors of those vacant lands to purchase for *cash*, at fair valuation. Claimants for lands in this district were allowed, by the act of March 3, 1855, until the 3d of March, 1857, to make and return their surveys and warrants, or certified copies of warrants, to the General Land Office, upon which entries had been made *prior* to January 1, 1852; otherwise no patents for them could

issue. As there are numerous valid locations and entries made in said district prior to said 1st of January, 1852, which have not been surveyed, and as the owners and holders thereof cannot obtain a legal title except from the United States, (which was then only a trustee for Virginia, having *no fee* in the title,) and as these parties have a just right to the possession of the premises in question, it is submitted that a law should be passed, authorizing the consummation of such titles by patent.

On account of revolutionary military claim for services in the war of 1812 with Great Britain, for Canadian volunteers, and for land claims under the bounty land laws of 1847, 1850, 1852, and 1855, there have been granted, since the commencement of operations to the 30th of September, 1862, an aggregate of 64,883,265 acres.

RAILROAD GRANTS.

By approved lists, conveying title in virtue of the act of August 3, 1854, there have been certified during the year ending June 30, 1862—

To the State of Iowa	108,362.29	acres.
To the State of Michigan	488,766.81	"
Making in the aggregate	597,129.10	"

No approvals have been certified for Iowa or Michigan in the quarter ending September 30, 1862. Lists of railroad lands were, however, made up in September, 1862, as follows:

For Wisconsin	342,252.05	acres.
For Minnesota	194,517.77	"
	536,769.82	"

Under the railroad grants by acts of 1856 and 1857, the following quantities have been certified to the several States as hereinafter mentioned:

Iowa	2,539,903.29	acres.
Wisconsin	553,315.05	"
Minnesota	1,085,293.67	"
Michigan	2,082,494.23	"
Florida, (same as last report)	1,759,160.00	"
Alabama	1,868,275.00	"
Mississippi	171,550.00	"
Louisiana	1,072,405.45	"
Making a total of	11,132,396.69	"

CHANGE OF MARQUETTE RAILROAD ROUTE.

By the joint resolution No. 38, approved July 5, 1862, relative to the railroad grant of 1856 to the State of Michigan, authority is given to change the route from Marquette to the Wisconsin State line, which terminated on Brulé river, in township 42 north, of range 35 west, to a new location from the "Township of Marquette," upon any eligible route, to a point on the Wisconsin State line near the mouth of the Menomonee river, touching at favorable points on

Green bay. Representations have been made to this office that the State legislature has confirmed the grant in a new company, called the "Peninsular Railroad Company," and application has been made for a withdrawal of the land upon the route, as near as may be marked out on the connected plat of the upper peninsula, as preliminary to filing an authenticated map of actual survey of the route.

In order to enable the department to comply with the application, the State's relinquishment, with that of the railroad company, has been required for the 161,104.33 acres of land which, under the original grant of 1856, had been approved to Michigan, along the line from Marquette to the Wisconsin State line, together with the application of the governor of the State designating the line according to which the withdrawal is desired. When these prerequisites shall have been complied with, the withdrawal will be promptly ordered.

CHANGE OF RAILROAD ROUTES IN WISCONSIN AND NEW ROAD AUTHORIZED.

The resolution of Congress approved April 25, 1862, in explanation of and in addition to the act of June 3, 1856, granting lands to Wisconsin for railroad purposes, authorizes the line or route of the railroad "from Fond du Lac, northerly to the State line," to be changed, and located within ranges 16 to 23, inclusive, east, "without forfeiture to said State or its assignees of any rights or benefits under said act, (1856,) or exemption from any of the conditions or obligations imposed thereby;" one of the conditions or obligations of the act of 1856 being that the above road shall be completed within ten years from the date of the grant, otherwise the lands granted along that part of the road *not* completed shall revert to the United States.

By the second section of this resolution a further grant is made to the State for this road, not, however, to exceed eighty acres, which is to be selected in the Fort Howard military reservation, but excluding the fort; provided that part of the road between Appleton and Green Bay is constructed and in *running order* within three years from the date of this grant.

By the third section the even sections brought within the six miles of the new line of road are to be increased to $2 50 per acre, and all purchasers at the increased price, or their heirs or assigns, within six miles of the original route, and not within the six miles of the new line, can either change their locations upon the line first established to the new line, or enter, without further payment, at the Menasha land office, an additional quantity of $1 25 land equal to the quantity entered at $2 50 per acre.

By the fourth section the lands increased to $2 50 per acre by act 1856, along the route on which no road is to be constructed, are reduced to $1 25 per acre.

The resolution introduces a new principle in this: The State had accepted the grant and assigned it to a company, under which assignment the company surveyed and located the road in 1857, and a map was filed in this office, which was accepted by the department. Under this action of the State, the railroad company, and the department, a part of the lands along the route, as thus located within the six and fifteen mile limits, amounting to 211,063 acres, was, in 1859, certified to the State of Wisconsin for this road, and now the effect of this legislation will be that the State will hold the lands on the old route in aid of the construction of the road on a new and different route.

CHANGE OF RAILROAD ROUTES IN MINNESOTA.

The joint resolution of Congress approved July 12, 1862, authorizes the State of Minnesota to change the line of certain branch railroads. The line thus changed is the road by grant of act 3d March, 1857, *via* St. Cloud and

Crow Wing, to the navigable waters of the Red River of the North. By this resolution the road above mentioned is to stop at the intersection of the tenth standard parallel with the fourth guide meridian, and in lieu of the grant above that point, a new grant is made for a road to commence at any point on the line of said branch road between the Falls of St. Anthony and Crow Wing, and thence run in a northeasterly direction to the waters of Lake Superior. Whenever the State of Minnesota shall file in this office an acceptance of the above grant, the lands north of the intersection mentioned will be dealt with as other public lands. All the lands due the State of Minnesota for this road, (under act 1857,) branch line of the St Paul and Pacific, up to Crow Wing, have been certified to the State, amounting to 393,235.46 acres. The resolution is silent as to the period within which the road is to be completed, but the original grant by act of 3d March, 1857, limits the time to ten years from that date.

SWAMP AND OVERFLOWED LANDS.

This class of lands, by the act of 2d March, 1849, is granted to the State of Louisiana, and by the subsequent general law of September 28, 1850, all the States at *that date* became the recipients of the same description of lands within their respective limits. The act of 12th March, 1860, extends the grant to *Minnesota* and *Oregon*, and at the same time declares the principle that all lands sold or disposed of by the general government are exempt from the operations of the law.

The act of 2d March, 1855, provided indemnity to the States for lands of this class disposed of by the United States, on presentation of proof that the tracts are really swamp and overflowed within the meaning of the law. This law was limited in its effect to tracts duly reported as swamp *prior* to its date, and its provisions were extended by the act of 3d March, 1857, after which date the States have no claim for indemnity for lands entered since the 3d March, 1857. But in cases of sales for cash, and locations for military warrants made since the period covered by this act, recourse is had to the field-notes of the surveys, and where they do not clearly establish the swampy and worthless condition of the lands, the claim as swamp is rejected, and patents are issued to the purchasers or locators.

The tables appended hereto will show the progress made in the adjustment of these interests.

It will be seen that there have been approved and certified to the State authorities, during the period of this report, 24,316.09 acres; that there have been patented, within the same time, 645,759.33 acres.

In addition to this, there has been prepared for approval a list in the Fort Dodge district, Iowa, embracing 162,462.82 acres not yet finally acted upon, in view of the principles enunciated as to *proof* in the decision of the department dated the 27th June, 1862. The State of California has not yet reported, through the surveyor general, any lands as selections under the law.

No swamp claims have been received from Minnesota, but instructions, as hereinafter stated, have been issued to enable the State to avail herself of the benefits of the law. Oregon has not yet advised this office of the system she will accept in segregating the swamp from dry lands.

On the 11th October last, in a communication from this office to the Secretary, the whole question respecting swamp lands was reviewed, in connexion with the subject of indemnity under the act of March 2, 1855. The propositions then submitted by this office to the Secretary for consideration were to the following effect:

1st. That the grants take hold of those lands which, by reason of their swampy character and liability to overflow, are worthless in their natural condi-

tion, and whereon crops cannot be raised without reclamation by levees and drains.

The overflow must be of such nature as would totally destroy crops and prevent the raising of the same, without artificial means, by levees, &c., such as are found on the Mississippi river.

2d. That lands covered by shallow lakes or ponds, which may become dry by evaporation or other natural causes, are excluded from the operation of these laws. The ruling of the department of the 25th April, however, made no modification in the pre-existing system, but required that the proof, under the act of 1855, for indemnity, should be the testimony of the person who entered the land, and that the testimony also of the present occupant should in all cases be required, or some good excuse furnished for not producing it; that the affidavits should state *facts*, and the particular knowledge of the deponent, upon which this office was to form its conclusions, holding that a case made upon the testimony of less than two reputable witnesses should not be regarded, and they should in all cases be of such character, and have such means of knowledge, as to satisfy this office that the best evidence had been produced, and that the lands were unfit for cultivation within the definition given in the circular of the 21st November, 1850.

This ruling, however, was held not to be retractive in the case then made up, and embraced in report No. 13,392, for $6,006 93, for indemnity in Iowa. This report was accordingly approved, and on its return here was sent to the proper accounting officers of the treasury for final settlement.

Subsequent to the ruling of the 25th April, 1862, by the department, the claims for indemnity on account of sales by the United States of alleged swamp lands in Louisa and Fremont counties, Iowa, were called up at this office, and reports upon the same were submitted, under date of the 9th May and 12th June, 1862. Those reports were followed by the Secretary's communication of the 27th June, 1862, pursuant to which the general instructions of the 30th of the same month were drawn up and despatched by this office, laying down the following principles, which now control the whole swamp interests in the several States entitled:

1st. Testimony in support of such indemnity *awards* must be the affidavits of at least two disinterested and respectable persons, who have a personal and exact knowledge of the character of the land claimed, in its smallest subdivisions, as it existed at the date of the swamp grant of September 28, 1850, which affidavits must state the cause of swamp or overflow, designating the proportion of each tract that is claimed to be swamp, and unfit for cultivation in its natural condition, with a description of the timber, and the shrubs or plants growing on the tract, the character and extent of the means employed in levees, embankments, or drains, in order to make the land purchased as arable really inhabitable as such, the contiguity of the premises to rivers, watercourses, or lakes, with a general description of the surrounding tracts; whether the land is subject to overflow, and at what seasons, and the extent; and whether, by the removal of the timber, or by ploughing, the water disappears without ditches or draining.

2d. The proof should be the affidavit of the person who purchased the tract of the United States, and also the affidavit of the present occupant.

Where the original purchaser is not a resident of the State, or had no knowledge of the character of the land in 1850, or at the date of purchase, or when the occupant is in like manner uninformed, or the tract is unoccupied, the facts may be established by two respectable and disinterested persons resident nearest the premises; and in such cases the State agent must file with the testimony his own affidavit to the effect of the absence, want of information of the principal witnesses, or of the non-occupancy of the land, and that the persons whose testimony is presented are the nearest well-informed residents to the

swamp, and are respectable, credible, and disinterested witnesses. The decision of the department, pursuant upon which these instructions were issued, indicates a just appreciation of the importance of the claims set up by the States under the indemnity provisions of the act of 1855.

SWAMP INDEMNITY.

Under the act of 2d March, 1855, for the time covered by this report, there has been allowed, as *indemnity*, in cash, to Iowa, as stated, $6,006 93.

There have been examined, briefed, and otherwise prepared for reference to the Secretary, seventy-three cases of applications for indemnity, divided as herein below stated:

For Illinois, cash	$38,388 00
For Iowa, cash	65,286 00
Total	103,674 00

For Illinois, land, acres	280,503
For Iowa, land, acres	50,896
Total acres	331,399

Further action on these cases is deferred, under the decision of the Secretary of the 27th June, 1862. These, and all other claims of the same nature, resting upon old proof on our files, it is proposed to return to the State authorities for further testimony, in accordance with the said decision, and the principles laid down pursuant to the same in the instructions of 30th June, 1862.

The labor in the preparation of this work was extensive, requiring the closest scrutiny of the files and records in order to a correct statement of the amount to be awarded.

On the 25th October, 1861, the claim of the State of Iowa, under the swamp law, to 101,181.22 acres, situated in the Council Bluffs, Fort Des Moines, and Sioux City districts, was rejected, these lands having been ascertained, under the Secretary's decision of 8th February, 1860, to be dry lands, and therefore not subject to such claim. They being within the limits of the railroad grant of May 15, 1856, have been certified to the State as railroad tracts.

The authorities of the State were advised of the rejection on the 10th March last, and lists of the tracts were furnished them, as well as the local land officers of the several districts, showing the award of these lands to the State of Iowa under the railroad grant.

The governor of the State of Minnesota having advised this office that the legislature of the State had agreed to abide by the indications of the field-notes of the surveys in accepting the grant of March 12, 1860, instructions were, on the 23d June last, addressed to the surveyor general, detailing the action to be taken by him in carrying out the provisions of the law, said instructions having first been approved by the Secretary of the Interior.

The following are the rules prescribed for the *Minnesota* adjustment, being in coincidence with the principles as hereinbefore indicated in the aforesaid general instructions of 30th June last, to wit:

1st. By the act of September 28, 1850, (United States Statutes at Large, vol. 9, page 519,) "the whole of those swamp and overflowed lands made unfit thereby for cultivation" are donated to enable the States "to construct the necessary levees and drains to reclaim the swamp and overflowed lands therein;" and this act requires "that, in making out a list and plats of the land aforesaid,

all legal subdivisions the greater part of which is "wet and unfit for cultivation" shall be included in said list and plats; but where the greater part of a subdivision is not of that character, the whole of it shall be excluded therefrom."

2d. The subdivisions here referred to are "*quarter-quarter sections,*" or other equivalent legal subdivisions, designated on the plats as lots.

3d. In regard to the grant of September 28, 1850, which is cumulative of the grant of 2d March, 1849, (the latter only applicable to the State of Louisiana,) it has been decided that said act of 1850 donates only such land as, by reason of its swampy character and liability to overflow, is worthless in its natural condition, and whereon crops cannot be raised without reclamation by levees and drains. A periodical or casual overflow, temporary in its effects, does not bring the land within the purview of the law. The surveyor general has been instructed to take care, therefore, in making selections from the field-notes, to bear in mind the necessity of being satisfied therefrom that each tract is worthless in its natural condition; that, in fact, it requires levees and drains to reclaim and make the same available as arable land; otherwise the grant does not embrace it. Where the field-notes are silent as to the swampy and worthless condition of a tract, of course such tract is not within the grant. Where the field-notes are not conclusive in every case, the topography of the country must be considered by examination of the maps and plats; and in making selections the surveyor general is required in each case to designate the cause rendering the land swamp or overflowed within the meaning of the act of Congress, so that when the selections are revised here, and brought to the test of the field-notes and maps of the department, we may be able to form an accurate judgment as to the correctness of the selections.

4th. All tracts of land which the government of the United States may have reserved, sold, or disposed of prior to the confirmation of title to be made under the acthority of said act, are to be held as excepted from the operations of the law.—(See act of March 12, 1860.)

The surveyor general was further instructed to proceed, with a view to swamp selections, in strict accordance with the principles laid down in the foregoing, and directed carefully to examine the field-notes of the surveys of all townships where the plats have been approved, critically selecting each tract, and in adjudicating its character, where found by him to be swamp, to record his judgment on the swamp lists by land districts, and in regular order of sections and townships, in accordance with forms prescribed.

5th. While examining the field-notes he should have the plats of the townships open before him, and maps of the region of country, that he may readily see the course and extent of the rivers, and be thus aided in arriving at a correct and satisfactory judgment as to the character of each tract.

6th. The surveyor general will retain one of the lists for his files, furnishing a duplicate to this office and triplicate to the local land officers of the proper district, with instructions to them to note the selections on their tract books, in red ink, making opposite thereto the note "swamp land selection, act September 28, 1850, extended to Minnesota by act of March 12, 1860;" and in sending on the duplicate to this office, the fact should be stated that the triplicate had been sent with the instructions suggested.

7th. He should also instruct the local officers to make on their plats some convenient mark of reference to a similar note, made on the margin thereof, in order that the plats may not be mutilated. That the surveyor general would at the same time instruct them to withhold from sale, or other disposition, all the tracts described, unless they are otherwise specially directed by this office.

8th. As rapidly as the surveys are made and completed, and the plats ap-

proved, he will continue his reports of the lands in the same manner and form, and in strict accordance with the foregoing requirements.

These instructions were succeeded by the views respecting the importance of a close observance of the principles set out; in which the surveyor general was advised that the duty enjoined upon him by law and those instructions is a delicate and highly responsible one, requiring him to pass upon very large and important interests, in which the United States and the State are seriously concerned; that in an ordinary pre-emption claim the formalities are precise—the case exacting scrupulous care and solemn adjudication by the register and receiver before even the hardy pioneer can secure his claim by purchase or location; and all these preliminaries are required to be reviewed and passed upon by the supervising authorities of the department.

Equally so, then, in care, formality, and deliberate adjudication, is it expected of the surveyor general to act in the preliminary proceedings, so that error, wrong, or injustice may be avoided in segregating the swamp, overflowed, or worthless tracts, in their natural condition, from lands not of that character, which latter the United States hold for disposal to our citizens; that it is his business and ours to see that the scales of justice are perfectly balanced in this business; so that, whilst the State shall receive every acre of the swamp lands clearly within the grant, the United States shall concede nothing beyond its strict legal requirements.

It may not be inappropriate to state here that, under the regulations which have been adopted, first with respect to California, then to all the States claiming land under the grant of 1850, and finally to Minnesota under the act of March 12, 1860, this office has become satisfied that twenty millions of acres of the choicest public lands which had been claimed as swamp are found to be of a contrary character, and that the material wealth of the general government has to that extent been enhanced.

This is a subject of especial satisfaction, (resulting as it does from a just administration of the law,) in view of the great expenditure of means used to suppress the insurrection in the States in rebellion against the constituted authority of the government.

The aggregate quantity of swamp lands which has been approved to the several States, the beneficiaries under the grants of 1849 and 1850, from the commencement of operations to September 30, 1862, is 44,498,351.02 acres.

The homestead measure, which, by the act of Congress approved May 20, 1862, operates generally upon the whole surface of the public domain, has been carefully examined, and a circular letter of instructions prepared to the United States district land offices, in order to give proper effect to the law and facilitate operations under the same.

The agricultural college law, of July 2, 1862, is examined. No notice has yet been received of the acceptance of the grant by the legislature of any State except Iowa. According to the seventh condition of the 5th section, such acceptance must be expressed within two years to entitle a State to the benefit of the law.

The department is prepared promptly to put in operation the machinery necessary to give proper effect to the statute.

The *Iowa Des Moines river grant* of 1846, as enlarged by the operation and effect of the act of Congress approved 12th July, 1862, has been under consideration at this office, in connexion with the joint resolution No. 11, approved 2d March, 1861, to "grant titles to lands in the State of Iowa." That resolution relinquished the title of the United States in those lands between the Raccoon fork and the Iowa northern boundary, which had been certified to the State, and which Iowa had disposed of to *bona fide* purchasers.

The said act of 12th July, 1862, excluding those sales, gives the section "in place" to the State of Iowa, within five miles of the Des Moines, above the fork

to said northern boundary, and, where any of said lands have been disposed of by the United States, gives indemnity to the State in new selections, including other lands for those granted to the State for railroad purposes by act of 15th May, 1856.

Such are the principles upon which an adjustment of the interests involved is proposed to be made by this office.

PRE-EMPTION ON THE HOME RESERVATION OF THE WINNEBAGOES IN THE BLUE EARTH REGION IN THE STATE OF MINNESOTA.

By the act of Congress approved July 14, 1862, provision is made for an examination and report in regard to the claims arising under this law. Instructions, with a view to a thorough examination of all such claims, have been despatched to the proper district land offices, and as soon as the requisite returns shall have been made, the report and testimony will be promptly submitted for the consideration and action of Congress.

PROGRESS OF THE PUBLIC SURVEYS—ILLINOIS AND MISSOURI.

The office of the surveyor general of Illinois and Missouri, at St. Louis, has been continued in operation with a view to the completion of the surveying archives, and placing them in a condition for transfer to the State authorities upon the discontinuance of the surveyor general's office.

In winding up the surveying service, which the surveyor general thought could have been completed on the 30th June last, numerous deficiencies in the surveying records were discovered, requiring time to supply them before the transfer of the original papers.

In the mean time, occasional fragmentary surveys have been called for by parties under existing laws, and the surveyor general has been instructed to execute them.

Expecting an earlier closing of that office than has been found practicable, no estimate was submitted for the compensation of the surveyor general for the fiscal year ending June 30, 1863, and as the office will remain open to 31st December next, an appropriation is requisite for the surveyor general's salary for the first six months of the present fiscal year, amounting to $1,000, for which a deficiency estimate was submitted on the 16th October last.

When that surveying department is closed, it is the purpose of this office to place the archives in the custody of the recorder of land titles at St. Louis for ultimate delivery to the authorities of Illinois and Missouri, upon the passage by the legislatures of those States of the necessary acts of acceptance, which the laws of Congress stipulate as a necessary prerequisite to transfer of the surveying records.

LOUISIANA.

The surveying operations in this State were interrupted on the 6th February, 1861, by the surveyor general's delivery of the archives and other evidences of the surveys, both of public lands and private claims, to the insurrectionary authorities.

FLORIDA.

The surveying service was arrested on the 10th January, 1861, when the surveyor general of that surveying district reported he had placed the records of his office under the control of the State authorities.

Should our surveying system be restored during the ensuing fiscal year, it would mainly, for the present, be directed to a proper arrangement of the archives.

IOWA.

The surveying operations in the field have been closed, and the office-work connected with the surveying service has been completed. The papers connected with the public surveys of that State are, therefore, in a condition for delivery to the State authorities whenever the necessary law shall have been passed by the legislature, in conformity to the act of Congress of January 12, 1840, and the third section of the act of January 22, 1853, directing that the surveying archives "shall in no case hereafter be turned over to the authorities of any State, until such State shall have provided by law for the reception and safe-keeping of the same as public records, and for the allowance of free access to the same by the authorities of the United States."

WISCONSIN.

In this State, during the past year, there have been subdivided twenty-four townships on the upper waters of Wisconsin river, and in the vicinity of the mouth of Montreal river, adjoining the fourth principal meridian, equal to 1,641 lineal miles of subdivisional survey, and 227 miles of township lines. Ten townships have also been subdivided, and the returns platted, situated partly on the upper part of Montreal river, east of the meridian, and in the vicinity of Bad river, west of the meridian.

Contracts, likewise, have been made this season, to the extent of the appropriation, for the subdivision of sixteen whole and fractional townships in the country between Lac Flambeau and Wisconsin river, adjacent to the boundary between Wisconsin and Michigan, east of the source of Montreal river.

Upon the completion of existing contracts, there will remain seventy-two whole and fractional townships to be subdivided, of which the exterior lines have been surveyed; also forty townships the exteriors and subdivisional surveys of which are yet to be made; amounting in the aggregate to one hundred and twelve whole and fractional townships yet to be surveyed before the field-work is completed in Wisconsin.

The surveyor general's estimates of $13,000 have been reduced by this office to $9,000, for the service during the next fiscal year, to be applied towards closing the field-work in the State.

The aggregate lands surveyed in Wisconsin, from the organization of the district up to January 30, 1862, is 32,072,699.98 acres, and in Iowa, where the surveys have been completed, amount to 35,757,894.38 acres.

MINNESOTA.

The surveyor general of Minnesota reports the whole of the field-work contracted for during the fiscal year ending June 30, 1862, and remaining unfinished at the date of his last annual report, as having been completed, and the plats and transcripts of field-notes transmitted to the general and district land offices, respectively.

Two contracts have been made, amounting in the aggregate to the whole sum (five thousand dollars) appropriated for continuing the public surveys during the year 1862, but the Indian disturbances in that State have prevented the deputies from proceeding with the work. The surveyor general, however, has extended their contracts until the surveys may be prosecuted with safety.

Estimates.—Subsequent events induce the surveyor general to modify the

estimate made in his report dated the 9th day of August last, for continuing the public surveys for the fiscal year ending June 30, 1864, changing the amount from fifty-five thousand and eight dollars to forty-five thousand three hundred and ninety dollars.

For reasons elsewhere indicated in a similar connexion, this office recommends a reduced estimate of nine thousand dollars for field operations in the State, for the year ending June 30, 1864.

Proposed survey of pine lands.—The surveyor general alludes to the recommendation in his report of the 9th August last, to extend the public surveys over the pine lands in the northern part of the State, as a means of protecting the valuable timber in that region from unlawful depredations, and, with that in view, urges the appropriation he has submitted.

Area of State and extent of surveys.—The estimated area of the State is 83,531 square miles, or 53,459,840 acres.

The total number of acres of land surveyed, from the commencement to June 30, 1862, is reported to be 21,641,345.80, as follows :

Public lands, 20,384,162.54 acres.

Indian reservations, 1,257,061.77 acres.

Military reservations, 50.14 acres.

Light-house reservations, 71.35 acres.

Office-work.—There have been selected and listed 253,127.99 acres, as swamp.

88 plats of townships have been constructed and transmitted to the proper offices.

322 miles of standard parallel and township lines have been platted and transmitted.

The original notes of 1,710 miles of subdivisional surveys, including 332 miles of meanders, have been examined and platted; also contents of fractional lots; calculated and noted and 1,276 pages of field-notes, and 2,585 pages of records have been transcribed.

The timber depredations in the surveying districts which embrace Wisconsin, Minnesota, and more distant sections, have engaged the attention of this office with a view to arrest the mischief. The results, under the existing system of repression, have been generally satisfactory, and without expense to the public treasury, the cost having been paid out of the fund arising from the sale of timber.

KANSAS AND NEBRASKA.

There have been surveyed in Kansas, during the year ending 30th September, 1862, an extent of 1,220 lineal miles, embracing an area of 460,422 acres, and in Nebraska 947 miles, covering 202,664 acres.

Surveying contracts have been made during the present fiscal year, to the extent of the $10,000 appropriation, one-half having been assigned for field operations to Kansas, and another moiety to Nebraska.

Partial returns have been made to this office of the subdivisional work on the Saline fork of the Smoky Hill fork, also of standard and township lines south of Fort Kearney, between the Republican and Solomon forks.

The surveys in Nebraska are situated in the valleys of Platte and Loup fork, south of Pawnee reservation. The surveyor general reports a list of selections by the governor of Kansas for twelve salt springs, under the third section of the act of Congress admitting Kansas into the Union, amounting to 46,106 acres; also a list of saline lands to be reserved from sale, selected from the field-notes,

embracing an area in Kansas of 15,841.01 acres, and in the Territory of Nebraska, 17,665.61 acres.

For the further extension of the public surveys in Kansas and Nebraska, the surveyor general, for reasons stated in his report, submits an estimate for the fiscal year ending June 30, 1864:

For surveys in Kansas	$72,348
For surveys in Nebraska	69,076
Total	141,424

Which has been reduced by this office to the restricted scale determined upon by the department in view of our financial exigencies.

The sixth section of the act of 12th June, 1858, prohibits the sale of abandoned military sites, except as to Florida. The surveyor general refers to the extensive military reservation at Fort Childs, now Fort Kearney, suggesting a modification of the said act, with a view to the sale, as other public lands, of part of said reserve. That officer presents the further consideration that the reserve is an impediment to the location, upon the most direct route, of the Council Bluffs and Sioux City branches of the Pacific railroad. Should such difficulty arise as to the road, upon the matter being presented to this department it will be dealt with upon proper principles.

In regard to the general suggestions as to the modification of the said act of 12th June, 1858, with a view to *all* reserves, in whole or in part, as other public lands, this office is not at the present time prepared to make a recommendation.

The lands surveyed since the opening of the surveying district, to the 30th June, 1862, is reported to be as follows:

In Kansas, of the public lands	15,898,667.19 acres.
In Nebraska	10,968,905.96 "
Total	26,867,573.15 "

To which may be added the surveys, under the direction of the War Department and Indian office, of military reservation and Indian lands.

DAKOTA TERRITORY.

The surveys of the public lands in this Territory have been extended chiefly north of the Missouri river, from its confluence with the Big Sioux river on the east to the vicinity of the mouth of the Niobrara, embracing the valleys of Big Sioux, Missouri, Vermillion, and Dakota, to an extent of 1,520 lineal miles, including an area of 512,144 acres of agricultural lands.

The surveyor general reports considerable progress in the survey during the present fiscal year, under contracts entered into to the full extent of the appropriation of $5,000. The fields of operation are along the Big Sioux, opposite the northwestern part of Iowa, and in the country lying between the Ponca, Yankton, and Fort Randall reservations.

The land office for the district of Yanckton having been organized, those duties which had been temporarily devolved on the surveyor general during the last year were transferred by that officer, on 16th July, 1862, to the register and receiver at Vermillion.

The surveyor general reports a steady immigration to Dakota of practical farmers, who have been making permanent improvements in various portions of

the Territory. The country about Sioux Falls City on the Big Sioux river and its valley is described as very fertile, possessing the best water power in the Territory, and a large number of pre-emptions, it is represented, are taken by actual settlers, and that measures are on foot to secure further immigration into the valley.

In view of expected increase in settlements, the surveyor general submits an estimate for continuing the survey of the public lands in his district, of $39,948, with an addition, as a special appropriation, of $4,000, to commence a geological, in connexion with the linear, survey, there being a proviso in the deficiency appropriation act of 21st July, 1852, that "there shall be no further geological survey by the government unless hereafter authorized by law." The pecuniary exigencies of the times, in a national point of view, have, however, restrained this office from doing more at present than submitting a small estimate for extending surveys.

COLORADO.

No specific appropriation was made by Congress for surveying in Colorado for the fiscal year ending June 30, 1862. The department, however, apportioned the sum of $9,000 for the service in the Territory, out of the appropriations for that year for the districts from which the Colorado was constituted. The surveyor general reports that 258 miles of standard lines and 287 miles of township lines have been surveyed under that apportionment. He further states that 54 miles of standard and 114 miles of township lines have been completed and returned, and 420 miles of subdivisional work are in progress, under contracts made under the appropriation of $5,000 for continuing the public surveys for the fiscal year ending June 30, 1863.

That officer submits the sum of $24,400 as the estimate, contingently, for surveys for the year ending June 30, 1864, which is reduced in our estimates to $10,000.

No estimate is submitted for Utah, there having been already surveyed 2,500,000 acres in that Territory, and no land district yet organized.

Natural resources.—The surveyor general submits an interesting report of the natural resources of this Territory. The gold product is reported as no longer an experiment; claims are being worked at a depth of two hundred feet; the deeper the lodes are worked, the richer the quartz. The principal gold-bearing region, as at present discovered, extends from the vicinity of Long's Peak, in a southwesterly direction, to the heads of San Juan river. The product of the mines the last year was about $5,000,000. The gold yield for the present year, it is estimated, will reach $10,000,000. Lead, iron, and coal are also found to exist in considerable quantities in the mountains. The surveyor general thinks a scientific geological survey of the Territory is needed. The valleys of the mountain streams, in which the supply of water is constant, are fertile, and adapted to agricultural purposes. The surveyor general reports that there are many stock ranches in the valleys, and that little attention is paid to raising crops, by reason of the shortness of the crop-growing season.

On the Huerferno and Arkansas rivers are the most extensive grain-growing farms east of the mountains. On the Rio Grande and its tributaries is a large population, mostly Mexican, engaged in agricultural and pastoral pursuits.

CALIFORNIA AND NEVADA.

The whole number of acres of public lands surveyed and returned to this office for the fiscal year ending June 30, 1862, is, in California, 106,118.29 acres; in

Nevada Territory, 147,584 acres; total, 253,702.29 acres. There have also been surveyed and returned, for the same period, private land claims in California amounting to 389,181.86 acres. The number of acres of private land claims in California surveyed and returned for the quarter ending September 30, 1862, is 194,869.66 acres. The surveyor general presents the following estimates for continuing the public surveys in that surveying district for the year ending June 30, 1864, to wit: for California, $150,000; for Nevada, $100,000.

This office, however, looking to the state of the treasury, submits a reduced estimate of $25,000 for continuing the surveys—$15,000 for California and $10,000 for Nevada—for the fiscal year ending June 30, 1864, believing such amount adequate to the present exigencies of the surveying district.

OREGON.

In this State the surveys have progressed to the extent of the means provided, the field operations having been confined, east of the Cascade mountains, to the valleys of Des Chutes and Umatilla rivers, in the vicinity of Columbia river. The surveyor general reports the existence of rich and extensive gold mines in the northeastern part of Oregon, and that the country surrounding the mines is adapted to agricultural purposes; that the extension of the lines of the public surveys is urgently required in the valleys of Walla-Walla, Umatilla, Grand Ronde, Powder, Burnt, and John Day's rivers. He therefore submits an estimate of $28,056 for the next fiscal year, which is reduced to $10,000, regarded by this office as adequate to public exigencies.

The surveying service in Oregon is reported as embracing four hundred and forty-eight whole and fractional townships, equal to 6,219,681.62 acres, of which the surveys of donation claims, at the expense of donees, amount to 1,357,087.30 acres, and public lands to 4,835,700.78 acres, the latter including donation claims taken by legal subdivisions.

WASHINGTON TERRITORY.

The surveyor general states that considerable progress has been made in the survey of donation claims and their examination in his office, but very limited progress in public surveys during the fiscal year, owing to alleged inadequacy of the price allowed by law, which is not exceeding $8 per lineal mile. That officer recommends an increase in the per mileage to $12 for section and township lines, and $16 per mile for standard lines *west* of the Cascade mountains, and that the maximum price per mile *east* of those mountains be $8 for section and township lines, and $12 for standard lines. The surveyor general further represents that, in the present condition of the country, the unsurveyed portion of the district lying *west* of the mountains, owing to dense and tangled undergrowth, and yet very desirable for farming purposes when cleared, cannot be surveyed even at the price of $12 and $20 per mile.

The same officer refers to the excitement prevailing in that Territory consequent upon the late discoveries of valuable gold mines on the Salmon, Clearwater, Bitter Root, and other rivers in the eastern portion of Washington Territory, and to an influx of twenty thousand persons engaged in developing the mineral wealth of the country; and, with these facts in view, submits estimates for the fiscal year ending June 30, 1864, for five hundred miles of standard lines, at an average of $16 per mile, equal to $8,000; for three thousand miles of township and subdivisional lines, at $10 per mile, equal to $30,000; amounting in the aggregate to $38,000.

These estimates have been reduced by this office to $10,000, with the purpose of limiting the proposed sphere of operations, and of so directing the surveys as

to reach the distant settlements near Forts Colville and Okinakane, at the same time restricting the cost to the legal rate of the $8 maximum per mile, which, in the opinion of this office, will be found fairly remunerative for the purpose when the present temporary influences upon cost of labor shall have subsided.

In the mean time and at present we have on hand, duly surveyed, and not yet sold or otherwise disposed of, in the Territory, the quantity of 2,803,457.78 acres. Should the estimates proposed by the Commissioner be made for the fiscal year ending June 30, 1864, the quantity of surveyed lands would be increased to 3,400,000 acres, with hitherto very inconsiderable demands for purchase or location.

The surveys of the public lands in Washington Territory have reached within a few miles of the 46th degree of north latitude, which constitutes the boundary between that Territory and Oregon, not yet defined by landmarks.

The surveyor general invites attention to the necessity of surveying and marking that boundary, in order to avoid infringing upon the Oregon jurisdiction, and thus extend the lines of the public surveys over the valley of Walla-Walla, which contains large and flourishing settlements. Regarding the proper time as arrived for the survey of the boundary—for which an appropriation of $4,500 was made by Congress June 25, 1860—it is proposed, under the authority of the department, as signified in letter of June 13, 1861, to take measures with a view to contract with a person possessed of requisite scientific and professional skill for the work during the next spring, the boundary in question requiring astronomical determinations of the intersection points of the 46th degree north latitude with the middle channel of the Columbia river, or the middle of the widest channel thereof, on the west terminus, and with the middle of the main channel of Shoshonee or Snake river on the east, at a distance of about ninety miles apart.

The annexed official report of the chief clerk of the surveyor general's office of Washington Territory embodies important information as to the value and extent of the gold discoveries and agricultural capacities of the country.

NEW MEXICO.

The surveys of the public lands and confirmed private claims in New Mexico during the past fiscal year have not only been delayed by difficulties attending the identification of the true limits of private claims in the field, owing to vague descriptions in the grants, but seriously interrupted by Indian hostilities and the incursion of the rebel troops, occasioning the removal for safety of the surveying archives to Fort Union.

The result is, that although $8,000 worth of service had been contracted for, (the whole amount assigned to New Mexico,) field-work is reported as executed only to the extent of $3,700. The balance of the contract, which stipulated mainly the survey of private claims, having expired by limitation, its renewal, though solicited by the contractors, could not be authorized by this office, in view of the provisions of the act of June 2, 1862, requiring the owners of such titles to pay for the survey of their claims. In order that the government may have the means of determining, in New Mexico, what is claimed as private property, under valid titles from the governments of Spain and Mexico, and thus avoid interference therewith in the survey and disposal of the *public* lands, it is recommended, first, that claimants be required to file the evidence of their claims with the surveyor general within a *limited* period, on penalty of forfeiture, and that measures be prescribed by law for a prompt and final adjudication of all such claims.

The surveys in the Territory during the last year cover 23,024 acres of public lands, and 168,747 acres of confirmed private titles.

The aggregate surveys in New Mexico since the organization of the district

to June 30, 1862, is 4,617,812 acres, of which 2,293,142 acres are public land, and 2,324,670 acres are covered by confirmed grants.

The surveying service in the Territory, in consequence of Indian hostilities, will be confined to the office-work during the present fiscal year, and hence no estimate is submitted for the ensuing fiscal year, the amount of $5,000 appropriated for the past being deemed adequate for the ensuing year.

The mineral wealth of the Territory is reported to be immense, both in precious and useful metals.

The Utah surveying district has been consolidated with Colorado, and Nevada with California, the necessary transfer of archives having been effected.

By the third section of the act of Congress approved May 20, 1862, reducing the expenses of survey and sale of the public lands, the cost of survey and platting of "private land claims" is transferred from the government to the owners of such titles where the same is properly referable; the sums heretofore expended out of the public treasury in California and Mexico alone having reached an aggregate of $178,769 09, of which $157,899 06 was expended in the former, and $20,870 03 in the latter surveying district. As the surveying appropriations are relieved from the expense of the survey of individual titles, instructions have been despatched to the proper surveying districts to apply the whole surveying appropriations by act of March 1, 1862, to the survey of the *public* lands.

EXAMINATION OF SURVEYS.

Some years ago a practice grew up of making general examinations of surveys in the field. When a contract was entered into between the surveyor general and a deputy surveyor, an express stipulation was inserted that a percentage should be retained, to be applied to inspection of the surveys in the field, the excess, if any, of the retained percentage over cost of examination to be returned to contractor.

The excellent theory of this rule was not realized in practice. It was found that such inspections became more a matter of form than substance, and as no really beneficial result followed, the system, after fair trial, was discontinued. The only authority now existing for such examinations is that delegated by the act of Congress approved 3d March, 1853.—(Statutes, volume 10, page 248.)

By the tenth section of that act it is declared the "duty of each of the respective surveyors general of the public lands of the United States, so far as is compatible with the desk duties of his office, occasionally to inspect the surveying operations while in progress in the field sufficiently to satisfy himself, from actual examination, of the fidelity of the execution of the work according to contract, and the actual and necessary expenses incurred by him while so engaged" should be allowed; "and where it is incompatible with his other duties for a surveyor general to devote the time necessary to make a personal inspection of the work in progress, then he shall be, and hereby is, authorized to depute a confidential agent to make such examination, and the actual and necessary expenses of such person shall be allowed and paid for that service, and five dollars per day during the examination in the field: *Provided*, That such examination shall not be protracted beyond thirty days, and in no case longer than is actually necessary; and when a surveyor general, or any person employed in his office at a regular salary, shall be engaged in such special service, he or they shall only receive his necessary expenses in addition to his regular salary." The security of the government for good field-work is only to be found in the high professional ability and integrity of the deputy surveyors, and hence the established rules of the department forbid surveyors general employing any other than *competent* and *reliable men*.

To prevent abuses consequent upon regarding said act of 1853 as authority for making field examinations of all surveys, as a matter of course, and thus

unnecessarily taxing the public treasury, the fixed policy of the office requires the surveyors general in field examinations to be confined to cases where they have good reason to doubt the correctness of the work executed under the contracts and instructions which they may have given. These officers are forbidden to approve the plats or certify for payment any work of this class, the correctness of which may be doubted or drawn in question, until after it shall have been tested in the field, and, if faulty, corrected at the expense of the contractor. In presenting accounts for expenses incurred under the authority of the said act, the causes which have led to the field inspection are required to be satisfactorily shown as essential preliminaries to the approval and payment of accounts for such service.

DONATION CLAIMS IN OREGON AND WASHINGTON.

In the sixth section of the act of Congress approved 27th September, 1850, creating "the office of surveyor general of the public lands in Oregon, and to provide for the survey, and to make donations to settlers on the public lands," it is stipulated, in regard to settlements of donees, that they shall be taken in a compact form, and, when practicable, by legal subdivisions, but when that cannot be done it is made the duty of the surveyor general to survey and mark each claim, with the boundaries as claimed, "at the request and expense of the claimant."

To accomplish this desirable result, so long delayed by the neglect of claimants to come forward and pay for their surveys, as the law requires, where *special* survey is necessary, instructions have been despatched by this office to the surveyors general of Oregon and Washington, directing them to proceed at once to make out a complete schedule of all *unsurveyed* confirmed donation claims, designating the number and date of notification, name of donee, and locality, as near as may be. The schedules to be arranged in two classes. The first class to embrace such claims as are situated in townships in which the subdivisional surveys have been made.

To this end they have been directed to cause a notice in writing to be served upon each claimant, calling upon him, if he desires a specific survey to be made of his claim, to furnish data showing its locality, in connexion with the lines of the public surveys, and pay, as the law requires, the cost of such survey; or, if he is willing to take his claim according to the lines of the public surveys, to designate, in compact form, his location, so as not to interfere with the rights of others. The instructions require a period to be fixed from the date of notice, with the stipulation that unless the call is complied with at or before the expiration of that time, it will be presumed the claimant assents to the designation and setting apart by the surveyor general *according to the lines of the public surveys* of the particular tract, to satisfy the claim upon the best data he may have on hand; and all such designations, whether by the donees themselves or by the surveying department, the surveyors general are required promptly to report to this and the local land office, that the tracts so selected and designated may be respected and treated as the property of said donees.

Second class.—To embrace such confirmed unsurveyed donations as are situated in townships in which the subdivisional work has not been executed.

When, in the regular progress of surveys, the localities are reached in which there are such claims, the surveyors general are directed to furnish the deputy with a copy of the schedule exhibiting this class, with approximate data as to the locality of each claim, and to order such deputy to call upon the claimants, on the spot, to establish their lines and pay the cost of survey, according to the rate allowed by law; the deputy thereupon being required to execute the survey, in compact form, and make special return in each case, besides fully representing the same in his sworn field-notes of the general survey.

Pre-emptions.—By the act of Congress approved June 2, 1862, establishing a land office in Colorado, and for other purposes, the public lands in that Territory are made liable to the pre-emption act of September 4, 1841, with a proviso "that when unsurveyed lands are claimed by pre-emption notice of the specific tracts claimed shall be filed within six months after the survey has been made in the field," and payment to be made within twelve months after notice.

It is recommended that the 7th section of the general law, approved May 30, 1862, to reduce the expenses of the survey and sale of the public lands in the United States, be made applicable to Colorado, so that the pre-emption declarations shall be filed within three months from the date of the reception of the township plats at the district office; and further, that the requirements as to time of payment, in the 14th and 15th sections of the act of September 4, 1841, shall be declared applicable to Colorado.

In this connexion it is suggested also whether the spirit of the pre-emption privilege would not be sustained by further legislation, fixing a specific period for actual settlement and cultivation which shall be required of a party before an actual pre-emption entry is admissible.

THE PACIFIC RAILWAY.

By the act of Congress approved July 1, 1862, to aid in the construction of a railroad and telegraph from the Missouri to the Pacific, a grant of land is made, excluding mineral, of every alternate odd numbered section, to the amount of five alternate sections per mile, on each side of the route.

In regard to the Missouri, or eastern division of the road, the agent of the Leavenworth, Pawnee, and Western Railroad Company of Kansas filed in July last in this office a map and diagram of the probable route of the road west of the town of Lawrence, in that State, from a point on the left bank of Kansas river, opposite said town, west, along the left bank of said river to the left bank of the Republican Fork; thence along the left bank of that Fork to the 100th meridian of longitude west from Greenwich, and instructions under date of July 17, 1862, were despatched accordingly to the proper officers in Kansas and Nebraska to make the requisite withdrawal of public lands along the route, within 15 miles thereof, under the requirements of the 7th section of said act of July 1, 1862.

In regard to the Pacific portion, the agents of the Central Pacific Railroad Company have likewise filed in this office a map and diagram, designating the probable route of said road east from a point at the Sacramento river, near the mouth of the American river, in California; thence in a northeasterly direction to the big bend of the Truckee river, in Nevada Territory. Instructions were therefore addressed, 2d August last, to the register and receiver at Marysville, California, to make the necessary withdrawals.

A question has been raised in connexion with the withdrawals in the Junction City district, as to whether those withdrawals should embrace the even numbered or non-granted sections, and whether such even numbered sections should not be relieved from withdrawal and laid open to pre-emption, sale, and location.

The subject was considered in instructions bearing date September 12, 1862, for the government of the register and receiver, as submitted to the Secretary of the Interior, and approved by him on September 24, 1862.

The principles laid down in those instructions protect, in virtue of the act of March 27, 1854, pre-emptors upon either the *odd* or *even* numbered sections who had actually settled thereon *before the receipt at the district land office* of the order of *withdrawal*, and in accordance with the act of March 3, 1853, recognize the right of pre-emption settlement upon the *even* numbered sections, even subsequent to the reception of said order, where such settlements are made prior to

the "final allotment of the alternate sections to the railroads," but at the enhanced minimum of $2 50 per acre, as stipulated in said act of 1853.

In view of the 3d and 7th sections of said act of July 1, 1862, it is held, however, that this office has not the power to lay open to ordinary sale or location the even numbered sections, without the further orders of Congress.

In passing from the consideration of the preliminary questions which have arisen in connexion with the Pacific route, the importance of which to the prosperity of the country cannot be over estimated, it will be found that Congress has dealt with the measure in a corresponding spirit of liberality, as the grant, which awards to the work "an amount of five alternate sections per mile on each side of said road," thus concedes a belt of 6,400 acres for every mile of its length, embracing some fifteen and a half millions of acres.

That measure, with our existing thirty thousand miles of railway now spreading from the Atlantic beyond the Mississippi, will form a great continental system, reaching from ocean to ocean, eventually intersecting every political subdivision of the United States, thereby giving impetus to domestic trade and intercourse, opening new fields of labor and prosperity within our limits, whilst our wealth will be increased by the rich eastern trade, through our mercantile marine on the Pacific, with China, Japan, and distant India.

The advantages of the Pacific railway will be felt, not merely in carrying with its progress at an early period extensive lines of settlement, thereby subjecting to the toil of the husbandman, with corresponding rewards, plains over which the Indian and buffalo now roam, thus strengthening the foundations of the republic, but it will bring to light and develop the mineral interests now held as a proprietary right by the nation in the public domain.

Among these, coal is found in great variety and abundance between the Mississippi and the Pacific. That important element, so essential for domestic, mechanical, and navigation purposes, affecting our vast internal intercourse and trade and our external commerce, is of course a very prominent subject of interest to our people. The extent of the twelve coal bearing States east of the Mississippi holds but a small proportion to the immense coal fields west of that region, as we have information reporting the existence of coal in Dakota, Kansas, Nebraska, Colorado, Utah, Nevada, California, Oregon, and Washington. Information from official sources in California refers to the Mount Diablo coal mines as situated in township 2 north, ranges 1 and 2 east, and the Corral coal mines as located in township 3 south, ranges 3 and 4 east.

From another source it is stated that the principal coal vein is located about one mile east from Mount Diablo, in a low range of hills, about six miles due south from New York; thence running east six miles; thence with the course of the hills, due south, some twelve miles, to Corral Hollow, near Livermore's Pass. As far as prospected, the vein appears to be some five feet in thickness. The coal is being taken out in large quantities, and is readily sold at $12 per ton. Parties are engaged in prospecting for coal west of Mount Diablo, and there are indications of coal in all that region of country.

A railroad, about six miles long, is projected from the San Joaquin, extending south towards the Mount Diablo, for the transportation of coal from the mines there, designated as the Pittsburg, Union, and Eureka.

Discoveries of coal have been made at Bellingham bay, Washington Territory. This coal contains a very large amount of oxygen, and but little hydrocarbon; so much so that it gives off comparatively but little combustible luminous gas or smoke, and appears to be almost as difficult of ignition as semi-anthracite. It is regarded as a fuel superior to any tertiary lignite, approaching the composition of the coal of the western States, taking a high rank as a fuel in comparison with ordinary lignites.

Then there are the Willamette river and Cape Flattery coals, belonging to

the lignite type, and serviceable for the smelting of iron and for ordinary fuel, some of the Cape Flattery coal being reported as pretty good for steamboats.

In Nevada good coal has been discovered in the neighborhood of Dayton, formerly Chinatown, and superior specimens have reached here from Colorado, showing the wealth of that Territory in this great industrial agent.

But the necessities of the times and the financial condition of the country render specially attractive the gold fields of the public domain.

The great auriferous region of the United States on the western portion of the continent stretches from the 49th degree of north latitude and Puget sound to the 31° 30″ parallel, and from the 102d degree of longitude west of Greenwich to the Pacific ocean, embracing portions of Dakota, Nebraska, Colorado, all of New Mexico, with Arizona, Utah, Nevada, California, Oregon, and Washington Territory.

It may be designated as comprising 17 degrees of latitude, or a breadth of 1,100 miles from north to south, and of nearly equal longitudinal extension, making an area of more than a million of square miles.

This vast region is traversed from north to south, first, on the Pacific side, by he Sierra Nevada and the Cascade mountains, then by the Blue and Humboldt; on the east, by the double ranges of the Rocky mountains, embracing the Wasatch, the Wind river chain, and the Sierra Madre, stretching longitudinally and in lateral spurs, crossed, and linked together by intervening ridges, connecting the whole system by five principal ranges, dividing the country into an equal number of basins, each being nearly surrounded by mountains and watered by mountain streams and snows, thereby interspersing this immense territory with bodies of agricultural lands, equal to the support not only of miners but of a dense population.

These mountains are literally stocked with mineral, gold and silver being interspersed in profusion over this immense surface, and daily brought to light by new discoveries. The precious metals are found imbedded in mountains of quartz, rich washings marking the pathway of rivers and floods.

Besides their wealth in gold, no part of the world is so rich in silver mines as Nevadaa and New Mexico, yet these may be estimated as only in proportion to the gold fields, which are in process of development with amazing results. The recent discoveries in the Colorado, or southern portion of California, and in the region stretching thence away up to and north of the Salmon river in Washington Territory, are every day stimulating the mining enterprise of our people.

Prior to the gold discoveries in 1848, at Sutter's race, in California, the gold product of the world was only an annual average of 18 millions.

In 1853 the yield of California was $70,000,000, about four times the aggregate gold product of the world prior to 1848, and that sum may be set down as the present average from that State alone. If we compare the known gold fields elsewhere in our public domain with the yield of California, we would have, if an equal ratio of labor was applied, an annual value of between three and four hundred millions. That an adequate amount of labor to this end will be at hand when peace returns is not to be doubted, not only as coming in part from our citizens now in ordinary pursuits, but from the million and a half of men now in arms who are to be restored to civil avocations. These fields of labor will not only solve the difficulty of returning without disturbance this portion of our people to peaceful employment, but they will furnish incentives for effort and toil to the restless and adventurous, under the protection and inducements of wise legislation.

Even in the distant Territory of Washington, the extreme mosaic block of the Union, the product of the Salmon river mines has been estimated at twenty millions the present year, the developments there, too, having been made under every disadvantage: first, in a season of unusual severity, with deep snow;

next, in restricted facilities of travel into the interior, and with inadequate labor, and in times of domestic turmoil.

An immense revenue may readily be obtained by subjecting the public mines either to lease, under quarterly payments, or quarterly tax, as seignorage, upon the actual product, under a well regulated and efficient system, which would stimulate the energies of miners and capitalists by securing to such classes an undisputed interest in localities so specified, and when the conditions as to payment for the usufruct are complied with, for unlimited periods, and, whilst effecting this with beneficial results to them, would relieve the necessities of the republic.

The whole amount of our national debt, as reported, was, on the 27th of October, 1862		$680, 000, 000
Assuming, according to present average expenditure, the accruing liabilities from that date to the 1st July, 1863, as		300, 000, 000
The national debt on the commencement of the next fiscal year would be		980, 000, 000
Less revenue from direct tax in the eight months to elapse between the present date, the next fiscal year may be set down at	$150, 000, 000	
From imports for same period, according to present receipts, would be	42, 000, 000	
		192, 000, 000
Total debt on 1st July, 1863, say		788, 000, 000

The average rate of interest now of 4½ per cent. would amount on that sum annually to thirty-five and a half millions; a tax of some 8 per cent. on the whole yield of the mines would, upon the *maturity* of a proper mining system, and when the same shall eventually go into *full operation*, pay off this interest, enable the government to reduce by at least two-thirds the existing direct tax, and from the residue and imposts have an annual income sufficient to support the government, and provide a fund for the gradual extinction of the public debt, and restore the currency to a metallic basis.

In order that the facts more in detail may be understood, upon which rests the judgment of this office as submitted in the foregoing, the following is presented:

The usual size of a mining claim in the quartz region is 100 feet on the line of the lode or vein, and 100 feet on each side, equal to an area of 20,000 square feet or say 1,200 claims to the square mile. Allow that only one hundredth part of the mountain surface is occupied by paying leads or veins and there will be space for 3,600,000 claims. But Governor Evens, of Colorado, estimates the already discovered gold bearing region of that Territory as affording ample room for 800,000 claims, and states that new discoveries are daily increasing this area. A glance at the map is sufficient to show that the mineral region of Colorado occupies less than one-sixth of the whole extent under consideration; but assume it to be one-sixth, and there will be ample extent on this basis for 4,800,000 claims, which, if worked, would give employment to 20,000,000 of men. Quartz that yields $12 per ton will pay in favorable localities, but there are many veins now worked that yield from $20 to $500 per ton, and some that yield from $500 to $2,000 per ton, varying in different parts of the same lode. Some of the recent discoveries are estimated as high as $20,000 per ton, but these have not been worked.

In addition to the deposits of gold and silver, above especially alluded to, various sections of this whole region are rich in precious stones, marble, gypsum,

salt, tin, quicksilver, asphaltum, coal, iron, copper, and lead—mineral and medicinal, thermal and cold springs and streams.

None of these mines have been worked for a great length of time, except the placers of California, and much the largest portion of them are comparatively recent discoveries, yet it has been fully demonstrated that the deeper the mine is worked the richer is the ore or rock. Mines that barely paid at the surface are yielding enormous profits at a depth of 150 to 200 feet. And when the geological formation of this region is carefully considered it will be conceded that even the precious metals must be found in masses and in position if a sufficient depth shall be reached.

The above estimate of the extent of the mines may seem extravagant, but it is believed experience will demonstrate that the estimate is too low. Notnow, nor for many years to come, because the population is not there, but as fast as the population does reach that region the correctness of these conclusions, it is believed, will be vindicated.

Within the last eighteen months more has been done to establish the position assumed than all the discoveries previously made. The coming year and a half will do still more.

The yield of the precious metals alone of this region will not fall below $100,000,000 the present year, and it will augment with the increase of population for centuries to come.

The value of these mines is absolutely incalculable—to the government they may be made to yield, in revenue, just in proportion to the number of men employed in working them. This year they should yield ten millions of dollars, and would do so under the operations of a well matured system. But to establish a just system of revenue from the mines is a work of time. It cannot be done at once without a shock to the mining interest. It should be done gradually and adapted to the peculiarities of locality and population.

Within ten years the annual product of these mines will reach two hundred millions of dollars in the precious metals alone, and in coal, iron, tin, lead, quicksilver, and copper, half that sum, which should give a revenue of $25,000,000; and so, progressing to a distant future, they may be made a rich source of increasing revenue to meet the wants of the government, and relieve the nation from the burden of direct taxation. The experience of miners in those districts which have been successfully worked has demonstrated the propriety, and, I may add, the necessity of dividing the mineral lands into small parcels, or claims, as they are denominated in the language of the country, varying from one hundred to twenty thousand square feet, their size being determined by the character of the mines and the peculiarities of the district in which they may be situated, assigning to the first discoverer two claims, or a double allotment. The eagerness with which these locations are sought carries the explorer far in advance of the public surveys, thereby defying the preparation of the ground by that means either for sale or allotment, in any form now known to the laws, and creating a necessity for adapting the proposed system to the state of things which may exist when the government shall take cognizance of the localities for the purpose of sale or taxation, so that existing and heretofore recognized rights may not be rudely disturbed nor the industry of the miner paralyzed, or his investment of capital rendered insecure. It must be readily seen that no system for the sale of these lands can be devised which can be adapted to all these circumstances; and if it could, no equitable minimum that would afford adequate remuneration to the government can possibly be determined upon in advance of actual mining operations. Miners would not purchase at all save at a nominal price until the value of the location should be fully ascertained, and when so ascertained, they would not consent, nor would it be just, to put them in competition with capitalists who have risked nothing in the exploration. Even if sales could be effected they would cover so small a proportion of the general

surface that, at any minimum which would be just to existing interests and give promise of sales in new localities, the amount realized to the government would be but nominal *and irrregular*, forming no basis for *permanent revenue*; affording no certainty that any sum beyond the expenses of survey would be realized, and no adequate compensation to our people for the surrender of the right of free occupation which they have heretofore enjoyed, and which their interest and that of the government alike demand shall be retained as a common and perpetual inheritance.

For these and other reasons, of which the proper limits of this report will not permit a recital, this office cannot recommend any measure for the *sale* of the mineral lands; but would advise the retention of the *fee* in the *United States*, and that they be held open to the free occupation of all our people, subject only to a nominal annual license, and such monthly, quarterly, or annual moderate percentage *upon the product* as shall be prescribed by law. *A limitation* as to the quantity which may be held by any person is also advised, with the guarantee that such quantity may be retained so long as the location shall be occupied, worked, and payments duly made to the government.

This plan presents no obstacles to the complete recognition and protection of existing interests, or to the advance of the mining population beyond the lines of public surveys or exploration, and yet affords ample guarantees for the investment of capital and labor upon any portion of these lands, with a *permanent basis for revenue*, which will be enlarged precisely in the ratio of the improvements in the process and machinery applicable to this branch of industry and the increase of the mining population.

The immense mineral interests under consideration suggest a recommendation, now submitted, of an appropriation of ten thousand dollars for the purpose of a geological and mineral exploration.

THE SURVEYING ESTIMATES.

The estimates for the extension of the public surveys within the fiscal year 1864, though nearly double the amount appropriated for the preceding year, are yet considerably less than one-fifth the aggregate recommended by the several surveyors general.

The policy governing the department in this regard is, that during the existing disturbances in the country, and the consequent extraordinary demands upon the treasury, no greater sum should be asked for than is absolutely necessary to meet the pressing necessities of our advancing population, and preserve the public faith in regard to the extension of surveys along the line of the Pacific railroad. The increased estimates for the surveying districts of Kansas and Nebraska, Colorado, and California, and Nevada, are made with special reference to the progress of settlements on the route of this great proposed continental thoroughfare, and in anticipation of demands upon the department, in pursuance of the obligations to survey and set off the granted lands contained in the 7th section of the act providing for the construction of said road. The sums named for these surveying districts respectively are believed to be the lowest with which the department can be enabled to meet the actual calls that will follow the progress of this improvement.

The recent discoveries of rich and extensive gold fields in Oregon and in Washington Territory are rapidly filling the interior of those districts with an enterprising population, whose wants will soon demand an extension of the public surveys, and the advantages incident thereto, over a considerable portion of the country between the Cascade and Rocky mountains. And such is the pres ent and prospective movement of population in that direction that but for other and pressing necessities upon the finances of the country much larger sums than those named would have been recommended.

The small area as yet brought within the lines of surveys in Dakota, its navigable streams, rich soil, salubrious climate, and proximity to the great flood of westward emigration, augmented by the beneficent provisions of the homestead law, justify the increased estimate for that surveying district.

In Wisconsin and Minnesota the extension of surveys at this time is desirable, principally as a means of protecting and rendering available to the treasury the valuable public timber of that region.

The suggested appropriation of $10,000, for an exploration of the great interior and western mineral region, rests upon no organic law, and is, therefore, submitted, upon the facts and promises hereinbefore recited, to the enlightened judgment of Congress as to the propriety and necessity of affording governmental aid in the development of the mineral wealth of the public domain. The accompanying tables, statements, and maps, according to schedule herewith, exhibit details of operations under the land system.

All which is respectfully submitted.

J. M. EDMUNDS, *Commissioner*

Hon. CALEB B. SMITH,
Secretary of the Interior.

REPORT

OF

THE COMMISSIONER OF INDIAN AFFAIRS.

DEPARTMENT OF THE INTERIOR,

Office of Indian Affairs, November 26, 1862.

SIR: I have the honor to submit my annual report for the current year. The details of the present condition of most of the Indian nations and tribes within our borders, their wants, prospects, and the advancement made by them in civilization, as also of the operations of the various superintendents, agents, and employés located among them, may be learned from the accompanying papers.

Having in my last annual report treated, at considerable length, of the location, condition, and wants of the various superintendencies, I shall, upon this occasion, confine myself chiefly to those which, in my judgment, demand special consideration.

Another year has but served to strengthen my conviction that the policy, recently adopted, of confining the Indians to reservations, and, from time to time, as they are gradually taught and become accustomed to the idea of individual property, allotting to them lands to be held in severalty, is the best method yet devised for their reclamation and advancement in civilization. The successful working of this policy is not, however, unattended with difficulties and embarrassments, arising chiefly from the contact of the red and white races. This is especially the case in relation to Indians whose reservations are located within the limits of States.

In very many instances the reservation is entirely surrounded by white settlements, and however much the fact is to be regretted, it is, nevertheless, almost nvariably true that the tracts of land still remaining in the possession of the Indians, small and insignificant as they are when compared with the broad domain of which they were once the undisputed masters, are the objects of the cupidity of their white neighbors; they are regarded as intruders, and are subject to wrongs, insults, and petty annoyances, which, though they may be trifling in detail, are, in the aggregate, exceedingly onerous and hard to be borne.

They find themselves in the pathway of a race they are wholly unable to stay, and on whose sense of justice they can alone rely for a redress of their real or imaginary grievances. Surrounded by this race, compelled by inevitable necessity to abandon all their former modes of gaining a livelihood, and starting out in pursuits which to them are new and untried experiments, they are brought in active competition with their superiors in intelligence and those acquirements, which we consider so essential to success. In addition to these disadvantages they find themselves amenable to a system of local and federal laws, as well as their treaty stipulations, all of which are to the vast majority of them wholly unintelligible. If a white man does them an injury, redress is often beyond their reach; or, if obtained, is only had after delays and vexations which are them-

selves cruel injustice. If one of their number commits a crime, punishment is sure and swift, and oftentimes is visited upon the whole tribe. Under these circumstances, it is not surprising that very many of them regard their future prospects as utterly hopeless, and consequently cannot be induced to abandon their vicious and idle habits. It is gratifying that so many of them are steadily and successfully acquiring the arts of civilization, and becoming useful members and, in some instances, ornaments of society.

Very much of the evil attendant upon the location of Indians within the limits of States might be obviated, if some plan could be devised whereby a more hearty co-operation with government on the part of the States might be secured. It being a demonstrated fact that Indians are capable of attaining a high degree of civilization, it follows that the time will arrive, as in the case of some of the tribes it has doubtless now arrived, when the peculiar relations existing between them and the federal government may cease, without detriment to their interests or those of the community or State in which they are located; in other words, that the time will come when, in justice to them and to ourselves, their relations to the general government should be identical with those of the citizens of the various States. In this view, a more generous legislation on the part of most of the States within whose limits Indians are located, looking to a gradual removal of the disabilities under which they labor, and their ultimate admission to all the rights of citizenship, as from time to time the improvement and advancement made by a given tribe may warrant, is earnestly to be desired, and would, I doubt not, prove a powerful incentive to exertion on the part of the Indians themselves.

Having premised this much, I will now present such information and suggestions, in relation to the various superintendencies, as are deemed important.

NORTHERN SUPERINTENDENCY.

The condition of Indian affairs within this superintendency is most deplorable and unfortunate. As is generally known, it has been the scene of the most atrocious and horrible outbreaks to be found in the annals of Indian history. The events are of too recent occurrence to justify me in an attempt to elucidate and explain all the causes which led to the disastrous state of affairs now existing; and unfortunately I have not as yet received the annual report of Mr. Galbraith, the agent in charge of the Sioux, (by whom the most formidable outrages were perpetrated,) and can glean but little definite information from the report of Superintendent Thompson.

For several years it has been known that much ill feeling existed towards the whites on the part of portions of the different bands of Sioux who were parties to the treaty of 1851. They are divided into two classes: the Farmer and the Blanket Indians. The former have heretofore been quiet and peaceable, disposed to acquire the arts of civilization, and, in many instances, have adopted our costume and methods of gaining a livelihood. The latter are wild and turbulent, pertinacious in adhering to their savage customs, and have committed many depredations upon the whites in their vicinity.

The payment of claims arising in consequence of these depredations has, under the law, been made from the annuities of the tribe, which have thereby been diminished to the same extent. The disaffected could not, or would not, understand why the amount of their annuities was diminished, and each annual payment has only served to add to the disaffection, which, during several of the past years, has been so great as to require the presence of troops at the time of payment in order to preserve the peace and prevent an open rupture. So violent was the demeanor of the disaffected Indians at the last annual payment, and so threatening the attitude they had since assumed, that, upon the earnest representation and solicitation of Superintendnet Thompson, it was deemed ab-

solutely essential to the preservation of peace that the full amount of their annuities, without any deduction on account of depredation claims, which had been paid therefrom, should be paid them during the past season; and for this purpose it was necessary to use a portion of the appropriation made for their use during the fiscal year ending June 30, 1863, and to postpone the usual time of payment until that appropriation became available.

About the usual time of the annual payment, the Sisseton and Wahpeton bands, and a few lodges of the Yanctonnais, assembled at the agency, without previous notice from the agent of his readiness to make the payment, (which notice it has been the uniform practice to give,) and in a threatening manner demanded their annuities. It was with the greatest difficulty, and not until a detachment of troops had arrived from the neighboring Fort Ridgely, and the agent had given the most positive assurances that payment should soon be made, that they were finally induced to refrain from violence, and agreed to return to their homes and there remain until notified by the agent of his readiness to make their payment.

Affairs remained in this position until Sunday, the 17th of August last, when five persons were murdered at Acton, in Meeker county, at least thirty miles distant from the agency. This act, according to a report made by Lieutenant Governor Donnelly to Governor Ramsey, (which I have taken the liberty to incorporate among the accompanying papers,) was probably "one of those accidental outrages at any time to be anticipated on the remote frontier. It fell, however, like a spark of fire, upon a mass of discontent, long accumulated and ready for it." And now followed a series of cruel murders, characterized by every species of savage atrocity and barbarity known to Indian warfare. Neither age, sex, nor condition was spared. It is estimated that from eight hundred to one thousand quiet, inoffensive, and unarmed settlers fell victims to savage fury ere the bloody work of death was stayed. The thriving town of New Ulm, containing from 1,500 to 2,000 inhabitants, was almost destroyed. Fort Ridgely was attacked and closely besieged for several days, and was only saved by the most heroic and unfaltering bravery on the part of its little band of defenders until it was relieved by troops raised, armed, and sent forward to their relief. Meantime the utmost consternation and alarm prevailed throughout the entire community. Thousands of happy homes were abandoned, the whole frontier was given up to be plundered and burned by the remorseless savage, and every avenue leading to the more densely populated portions of the State was crowded with the now homeless and impoverished fugitives. While the terrible excitement occasioned by this unexpected outbreak on the part of the Sioux, in the western part of the State, was still at its height, it was still further increased by the most startling reports from the Chippewas, who reside in the northern portion thereof. From these reports it became the universal belief that a preconcerted and general uprising of all the Indians of the State was at hand, and that the State, already drained by the calls of the government of a large portion of its able-bodied citizens, and without any preparation, was to become the arena of a most formidable Indian war.

Having been in the midst of the Chippewa difficulties, and taken an active part in the measures which led to their adjustment, I am the better prepared to make a detailed and more satisfactory statement in relation thereto, and for this reason must be excused if I appear to give an undue prominence to the less prominent difficulties.

An appropriation was made at the last session of Congress for the purpose of negotiating a treaty with the Chippewas of Red Lake and Red River of the North, in order to secure to the people of the United States the free and safe navigation of that river. Superintendent Thompson and myself having been designated by you to effect this negotiation, I left this city in August last, in company with A. S. H. White, esq., of the Interior Department, and proceeded

to St. Paul, in Minnesota; at which point it had been prearranged that we should meet Superintendent Thompson. On arriving at St. Paul we found everything in readiness for our contemplated journey to the Red river country. We accordingly proceeded, and arrived at St. Cloud on the 19th day of August. At this point we met Sergeant Tracy, who had been despatched to St. Paul by Captain Hall, the commandant at Fort Ripley, to procure troops to strengthen the fort and protect the settlements in its vicinity from an apprehended attack by the Chippewas of the Mississippi, under the lead of their chief, Hole-in-the-day.

I learned from Sergeant Tracy that the Indians, instigated by Hole-in-the-day, had commenced depredations by stealing and killing the cattle belonging to their agency, and by making several persons prisoners; that in consequence of this demonstration, and threats against his life, Agent Walker had sent a messenger to Fort Ripley for troops to protect the agency and its employés; that, in compliance with this request, some twenty-five troops had been sent from the fort to Crow Wing, where they met Agent Walker, who requested them to arrest the chief, as a necessary measure to prevent a general outbreak; and that in endeavoring to comply with this request, the troops had been discovered by Hole-in-the-day, who immediately fled to his house, situated upon the river some two miles above, and embarking with his wives in canoes, had well nigh gained the opposite bank before the arrival of the troops. He refused to comply with their demand that he should return, and on gaining the opposite shore turned and fired upon them. This fire was promptly returned, but with no other effect than to exasperate Hole-in-the-day. Ample evidence is in my possession showing that he immediately sent runners to all the bands of the Chippewas, advising them that war had begun, that their chief had been fired upon by United States troops, and that they must at once kill all the whites upon the various reservations, seize the property of the traders and others, and join him at his camp at Gull lake. At this juncture Sergeant Tracy had been despatched from Fort Ripley to Governor Ramsey for troops.

Upon receiving this information, I determined to send a messenger to the agency, distant from St. Cloud about sixty-five miles, that I might learn the full extent of the difficulty. The messenger was met by Agent Walker and his family, who were fleeing from the agency. The agent was so much excited that upon his arrival at St. Cloud I could obtain no reliable information from him as to the cause of the outbreak. His fears for the safety of his family and self had evidently affected his mind. He believed that there was a general and preconcerted rising of all the Indians of the country; which belief was strengthened by hearing of the outrages then being committed by the Sioux. Fully persuaded that we were surrounded by Indians, he started from St. Cloud for St. Paul, warning the people along his route to flee from the country; and a few days afterwards was found dead some distance from the road. He had evidently become deranged and committed suicide.

About this time a messenger reached us from Fort Ridgely, *via* St. Paul, who had been sent forward to warn us of the terrible outbreak of the Sioux, and that a party of them had started across the country to intercept us and, as they said, recover their money, with which they professed to believe we intended to make a treaty with their ancient enemies; and also intending to possess themselves of the goods and provisions with our train. Senator Wilkinson and Mr. Nicolay, secretary to the President, had joined our party at St. Paul. Upon consultation with them and others of the party, it was thought best to return to St. Paul to advise with the governor, and, if possible, assist in putting an end to the Sioux massacres, and also obtain from him an escort sufficiently strong to enable us safely to proceed upon our mission to the Red river, which up to this time had not been abandoned. Directions were immediately sent to the parties in charge of the goods, provisions, and cattle to proceed to Fort Abercrombie, and there await a reasonable time for further orders, which failing to receive, they

were directed to deliver the property in their charge to the commandant of the fort. A letter was also despatched to Mr. Kittson, directing him to notify the Indians assembled at the treaty ground on Red river that we should probably be detained some two weeks.

These arrangements completed, we returned to St. Paul, where we learned that the Sioux outbreak was much more formidable than we had supposed, and that all hopes of an amicable adjustment had ended. Troops were being promptly forwarded for the protection of the frontier settlements and the relief of Fort Ridgely. Believing now that the danger of further trouble with the Chippewas was imminent, I requested Governor Ramsey to send two additional companies of infantry (one being already *en route*) to Fort Ripley. This request was at once complied with, and two companies, one under Captain Burt, the other under Captain Libby, were placed under my command. Meantime I received a message from Hole-in-the-day, through Mr. Sweet, of Sauk Rapids, to the effect that he desired an interview. I also learned from Mr. Sweet, who had visited the Chippewa camp at Gull lake, that Hole-in-the-day had there assembled about three hundred armed warriors and was ready to attack the settlements, but would wait three days for an interview with me, that, if possible, the existing troubles might be settled by negotiation. The two companies placed under my command had but just arrived at Fort Snelling; one of them was that day mustered into service; neither had received arms, tents, clothing, or camp equipage; and yet so efficient were the services of Mr. Chute, who had been appointed by the governor as quartermaster to the expedition, and so prompt were the officers and men, that one company started the day the order was issued and the other early the next morning, and both arrived at Fort Ripley in several hours less than three days, having marched a distance of one hundred and thirty miles.

I was accompanied by, and received valuable aid from, a company of mounted volunteers, organized with the approbation of Governor Ramsey, and led by Senator Wilkinson.

On arriving at the fort, twelve miles distant from the agency, I notified Hole-in-the-day that I was ready to hold a council with him and the chiefs who were with him, and to hear their complaints. I was promised an answer the following day. I found at the fort "Bad Boy," a chief the Mississippi band of Chippewas, and his family; also Mr. Johnston, an educated Indian minister. These Indians, having refused to participate in the wicked schemes of Hole-in-the-day, had been compelled to flee for their lives. I also found at the fort several of the agency employés, who, after being robbed, had been driven from the reservations. From these Indians and employés I learned that the Pillager and Otter-tail Lake bands had promptly repaired to the camp of Hole-in-the-day upon receiving his summons. The Pillagers had made prisoners of the whites and some half-breed employés upon their reservation. The Otter-tails had driven all the whites from the settlement, destroyed the land office, breaking open the safe, and scattering the papers to the winds, and both bands had seized everything they could find, robbing stores, shops, dwellings, and schools, and destroying everything they could not use. The prisoners, after being taken to the camp at Gull lake, had been liberated through the influence of the chiefs of the Pillagers. There were, at the camp at Gull lake, at least three hundred warriors, who were being supplied with provisions from the agency, and who pretended that they were waiting for the commissioner, and only demanded that charges preferred against their late agent should be investigated.

I also learned, while at the fort, that the Mille Lac, and, perhaps, the Sandy Lake and Pokagema bands, had not yet joined Hole-in-the-day. With a view to detach these bands from his interest, Messrs. Whitehead and Howard were despatched with a message to them, advising them of my presence in the country, and that I desired to hold a council with them at the fort. This mes-

sage had the desired effect, and resulted in a council with the chiefs and some fifty or sixty of the headmen of the Mille Lac band. At this council the entire strength of these bands was alienated from Hole-in-the-day, and their friendship and good will secured. I feel confident that this diversion of nearly one-half the followers upon whom Hole-in-the-day doubtless relied, went far in enabling us finally to effect a settlement of the Chippewa difficulties without a resort to arms.

The day following my message to Hole-in-the-day, he sent me word that he would not meet me at the fort; and, upon being requested by Mr. Morrill, (whom I had appointed special agent, in consequence of the death of late Agent Walker,) to name a time and place of meeting, refused to reply. Judge Cooper, of St. Paul, a special friend and attorney of Hole-in-the-day, was in the vicinity at his request. I requested him to visit the Indian camp, hoping that, through his intimacy with the chief, I might be able to effect a council and settlement without further difficulty. The judge had preceded me to the reserve, had met the chef in consultation, and I was led by him to believe that the Indians were very penitent, and anxious for an adjustment of the difficulties. He was permitted to pass freely to and from the Indian camp during eight days, but effected no meeting, although several were appointed. That it was a mistake to allow any one, except the officers of the government, to visit the Indian camp, I have very little doubt. After Judge Cooper left for home, Superintendent Thompson, who had all along rendered me efficient aid, visited the hostile camp and met Hole-in-the-day, who informed him that they cared nothing about the investigation spoken of, but that they wanted another treaty, providing for their removal from the vicinity of the whites, and that he, the chiefs with him, and a few others, not exceeding thirty or forty in number, would meet me in council at Crow Wing the next day. To this I assented. I had previously placed one company of the troops at my disposal at the agency and another at Crow Wing. The other was stationed at the fort.

Some days prior to the proposed meeting at Crow Wing Hole-in-the-day had moved his camp to a point about two miles distant from that place, on the road leading to the agency. Soon after arriving at Crow Wing next morning, more than double the number of Indians that it had been agreed should visit the council ground were seen coming very slowly down the bank of the river, in order, as it afterwards appeared, that some two hundred of their number, who had crossed the river above, might come around through the brush, and thus surround us. When it was discovered that the entire body of Indians were thus posted, and that they were all armed and painted for war, it became evident that Hole-in-the-day was acting treacherously. The Indians had taken possession of the road leading into the town, and had made prisoners of two citizens. Hole-in-the-day now approached the council ground, with about eighty of his followers. Of course no good results could be expected from a council held under these threatening circumstances; but to gain time I resolved to proceed. Captain Libby's company, which was stationed at this point, was cautiously put under arms. The citizens of the town and other whites in attendance were on the alert and well armed. If the council could be prolonged until the middle of the afternoon, troops would arrive from the fort, (for which we sent a messenger in disguse through the Indian lines,) and we would thus be able to make a fair show for successful resistance, in case of an attack. I first demanded of Hole-in-the-day the release of the prisoners, the opening of the road, and that he should withdraw his warriors from the brush surrounding the town. After considerable parley, he consented to the release of the prisoners, and that citizens, and none others, might pass along the road. We then proceeded with the council, but arrived at no satisfactory result. Hole-in-the-day made no charges against the government or its agents. He complained that troops had been sent against him, that he had been fired upon, and stated that for this reason his people had taken

arms. During the council he was insolent, defiant, and disrespectful. At its close he stated that it would require several days to settle the difficulty; and thereupon it was agreed that we should again meet for council on the following day. The Indians were then withdrawn from around us, and we returned to the fort, meeting our re-enforcements on the way. It is perhaps fortunate that they did not arrive before the conclusion of the council.

Being satisfied that the troops at my disposal were not sufficient to guard the fort, the agency, and settlements, should hostilities commence, a messenger was at once sent to Governor Ramsey, with a statement of our proceedings and a request for additional forces. The next day—having meantime taken the precaution to guard against being again surrounded—we repaired to Crow Wing, according to agreement. A messenger that I had that morning sent to the agency was seized on his return by the Indians, robbed of his horse, and compelled to return on foot. I also learned that the Indians still held as prisoner the wife of one of the government employés. I then sent a note to Hole-in-the-day, demanding the release of the prisoner and the return of the horse previous to the holding of any further communications. This demand was peremptorily refused. After another unsuccessful effort to procure a council, we returned to the fort. That day I learned, as I have reason to believe by the procurement of Hole-in-the-day, that he would accept ten thousand dollars' worth of goods, which he believed to be at my disposal, as a condition of laying down his arms and agreeing to maintain the peace. Of course no such proposition could be entertained; but it satisfied me that, whatever might have been the original intention of Hole-in-the-day, it was now simply an attempt to levy black-mail. That all hopes of success in this project might be at once abandoned, it was deemed best that I should return to St. Paul. I accordingly turned over to Captain Hall the command of the troops; gave the necessary instructions to Agent Morrill; and sent a letter to Hole-in-the-day, informing him of my intended departure, and that no further attempt would be made to negotiate with him or his people. I also notified him that if his camp was immediately broken up, and the stolen goods restored, and his warriors peaceably and quietly dispersed to their homes, rations would be issued to those living at a distance, and that if this proposition was not accepted unconditionally, military force would be employed against him.

On the 12th day of September I left for St. Paul. Along the route as far as St. Cloud I found the utmost excitement in consequence of an apprehended attack. Farms, crops, houses, and furniture were in many instances abandoned; the villages were fortified, and every preparation being made for defence. We did all in our power to reassure the people, informing them of the measures taken for defence at the fort and adjacent settlements, and of the change of purpose which we believed had been made by Hole-in-the-day, and, further, that we had but little doubt that when he should learn of my departure, and that consequently no hope remained that he could extort from the government payment for good behavior, he would either submit unconditionally or be compelled thereto by his people. The sequel proved that we were entirely correct.

The message that I had left for Hole-in-the-day was that day delivered to him, and the other chiefs assembled in council, by Agent Morrill. That night the Indians must determine the question of peace or war. Until that time rations had been issued to them to prevent them from robbing settlers. These rations would now be stopped, unless they at once disbanded. The council was long and stormy. Hole-in-the-day advised an attack upon the agency. Big Dog and Buffalo, old chiefs of the Pillagers, counselled peace. The council ended without an agreement; and in the night a majority of the Indians abandoned Hole-in-the-day, came to the agency, surrendered the stolen property in their possession, received the promised rations, and started to their homes. The next day Hole-in-the-day, finding himself abandoned by a majority of his people,

came humbly to the agency and surrendered the stolen property in his possession. Thus the entire and unconditional submission of the Indians was obtained. And it would have been well if this satisfactory condition of affairs had been suffered to remain unmolested. Unfortunately, however, as I believe, Governor Ramsey thought proper to refer my letter to the legislature for its action, instead of sending forward troops, as I had requested. The legislature appointed a commission to proceed to the Chippewa agency to *negotiate* a peace. This action, as I have no doubt, was induced by misrepresentations, made by parties for interested motives.

On our return we met this commission, accompanied by the governor, at Anoka. They were advised that it was believed that the Indians had already submitted; that it was deemed important that no further attempt at negotiation should be made, except through the medium of the agent, and that no good would result from again assembling the Indians. I informed the commissioners that I would consent to no terms other than unconditional submission to the existing laws and treaties, and that I believed any other settlement with Hole-in-the-day was only preparing the way for future raids and further efforts on his part to extort money from the government. I withheld permission for the commissioners to go upon the reserve, for the reason that the attorney of Hole-in-the-day was at its head; but in consideration of the terrible excitement, and fearing that the least future outbreak on the part of the Chippewas would result in the depopulation of the northern part of the State, I authorized the governor to hold a council with the Indians, promising to co-operate with him in any measures calculated to secure peace.

The governor and commissioners were met, between St. Cloud and Fort Ripley, by a messenger bringing the glad tidings that the Indians had submitted and were *en route* for their homes. On arriving at the fort, Captain Hall informed them that he had been present at the councils with the agent; that the Indians had disbanded, and exhibited to them the war-club of Hole-in-the-day, which had been surrendered to him by the chief as an evidence of his submission. I can conceive of no reason for disturbing this state of affairs. Runners, however, were despatched at midnight, and the Indians recalled. A council was held and the form of a treaty (to be found with the accompanying papers) negotiated. It is evident that the terms of this negotiation cannot be accepted by the government, and that, in its present form, it ought not to be ratified. The first article provides that the leaders of this outbreak shall be exonerated from punishment. To this I do not strenuously object, as their punishment is, perhaps, in this instance, not necessary to secure future peace. The second article is grossly unjust to the white settlers, who, in many instances, have, by these depredations, lost all their possessions. The third article contains provisions wholly at variance with precedent and law, inasmuch as it provides for an investigation of the depredations committed by the Indians, and of their complaints against the government, by a commission entirely independent of the Interior Department, either in its appointment or in a supervision and concurrence in its finding. That the government is prepared thus to surrender its legitimate and constitutional control of Indian affairs, I am unprepared to believe. For my views as to the extent to which I consider this treaty binding upon this department, I respectfully refer to my letter to General Pope, to be found among the accompanying papers.

These troubles, which I feel that I have very imperfectly described, (and more especially so as to the Sioux,) have naturally produced the most intense excitement in the minds of the people of Minnesota, which, it is to be feared, will add much to the difficulty of a proper adjustment. No language can describe the enormity of the crimes committed by the Sioux; and no one will deny that swift and condign punishment should be meted out to the wicked perpetrators of those crimes, and the most ample security provided against their repetition. Happily we have now within the State ample means to enforce any line of policy we

may choose to adopt. For the time the management of the Sioux is confided to the military authorities under the direction of the War Department. I have already called your attention to the decision of a court-martial, convened by General Pope, to try a large number of the warriors engaged in the massacres, who have voluntarily, as I understand, surrendered, by which over three hundred of the number have been condemned to death. I cannot refrain from the expression of an opinion that the execution of this sentence would partake more of the character of revenge than of punishment. It must not be forgotten that these savages, still red with the blood of our slaughtered kinsmen, have voluntarily surrendered as prisoners, and that we shall never be justified in judging them by our standard of morals. They are savages, far beneath us in both moral and intellectual culture. Their chiefs and head men wield an influence over them which it is difficult for us to understand or appreciate. Upon their leaders rests the burden of their guilt, and upon those leaders the weight of punishment should fall. I cannot but believe that the death penalty, visited upon the fiends who instigated and procured the commission of these dark and bloody crimes, and a milder form of punishment for those who, it may be, were their willing tools, will be found as effectual in preventing their repetition, and far more in accordance with the demands of justice and the spirit of the age in which we live.

I find that I have already extended my remarks in relation to this superintendency to a much greater length than I had intended, and shall close with a very brief allusion to the other Indians within its limits.

The Chippewas of Lake Superior, although intimately related with those of the Mississippi, and very much under the influence of Hole-in-the-day, I am gratified to state, have maintained their usual quiet and friendly relations, and have made a commendable degree of improvement during the past year. It was at one time greatly feared that they would join in the wicked schemes of Hole-in-the-day; but by the influence of Agent Webb, and others, in whom they have confidence, and especially of Senators Rice and Wade, who were fortunately in their neighborhood at the time of the apprehended danger, they were restrained.

For reasons already stated, the attempt to negotiate a treaty with the Chippewas of Pembina and Red Lake failed. The Indians assembled at the point agreed upon for the purpose of negotiating a treaty, and there remained until they had consumed all the provisions they had brought with them, and all they could procure. They then seized about $25,000 worth of goods, mostly the property, it is said, of British subjects, with which Mr. Kittson, already mentioned, happened to be passing through the country. They stated, at the time of this seizure, that they still desired to treat with the United States, and were willing to pay for the goods they had appropriated whenever a treaty was made. I am satisfied that the temper of these Indians is such that travel through their country will no longer be safe until a treaty is negotiated, or a line of forts established along the Red River of the North, with forces sufficient for the protection of the adjacent country. Superintendent Thompson recommends that their chiefs and head men be summoned to this city for the purpose of making a treaty. In this recommendation I entirely concur.

The condition of the Winnebagoes is peculiar. I am fully satisfied that, while it may be true that a few of their number were engaged in the atrocities of the Sioux, the tribe, as such, is no more justly responsible for their acts than our government would be for those of a pirate who might happen to have been born upon our territory. Notwithstanding this, from all I can learn, the exasperation of the people of Minnesota appears to be nearly as great towards these Indians as towards the Sioux. They demand that the Winnebagoes as well as the Sioux shall be removed from the limits of the State. The Winnebagoes are unwilling to remove. So exasperated are the people that they only leave their reservation at the imminent risk of their lives. The lands which, under their

treaty, are to be sold to procure means to supply agricultural implements, have been withheld from market on account of the financial difficulties of the country. Hence they have not been supplied with the necessary implements, and have not been able to engage in agricultural pursuits, and to a very great extent must rely upon the chase for food. Game upon their reservation is well nigh exhausted, their arms have been taken from them, and, unless their wants are supplied, they must suffer for food. The least depredation on the part of any one of their number, it is feared, would expose the whole tribe to an assault from the whites, which would be inevitably attended with deplorable results. Under these circumstances measures must be taken to provide for their subsistence, until some line of policy can be adopted which will be alike just to them and to the whites.

It would have been fortunate if some territory had been reserved in the northwest, as is the case in the southwest, upon which these and all other tribes of that State could be congregated. There is, however, no unorganized territory remaining, and it is to be feared that the removal of the Indians to any of the organized territories will only serve to postpone a difficulty which must at last be met, and will entail upon some future State the same troubles now existing in Minnesota.

I trust that, when time shall have elapsed sufficient for full consideration of the subject, some policy will be devised whereby all conflicting interests may be reconciled, and shall always be found ready to co-operate in any measures which promise to secure the peace and prosperity of our fellow-citizens of Minnesota, and which are just towards the Indians.

I should be derelict in duty if I failed to close this part of my report without urging the immediate and pressing necessity for action in behalf of those persons who have suffered in consequence of the depredations committed by the Indians of this superintendency. We may not compensate the loss of parents, children, husbands, wives, and friends; the breaking up of happy homes and the instant destruction of life, long hopes and aspirations, but the little remaining in our power should therefore be the more promptly and cheerfully done.

An investigation of the claims of the surviving sufferers should be instituted with the least possible delay. Many of them have been reduced from circumstances of comfort and plenty to abject want. To all of this class delay in paying their just demands is an injustice.

That the Sioux have clearly forfeited all claims upon government under their treaties is unquestionable. I therefore recommend that their available annuities, so far as applicable after the payment of the legitimate claims of the agency, shall be diverted to the payment of these claims. This fund will, however, be wholly inadequate; and in behalf of the sufferers I desire to make an earnest appeal to Congress for a prompt appropriation of an amount sufficient to compensate all pecuniary losses.

CENTRAL SUPERINTENDENCY.

Every variety of Indian life, from that of the wild and untutored savage to that of the most civilized and intelligent of their race, is to be found within this superintendency. This diversity is exhibited in the comparative wealth of the tribes, in their costumes and pursuits, in their habitations, their provisions for the education and religious culture of their youth, and, in short, in everything that distinguishes civilized from savage life.

During the past year most of the tribes have made very considerable improvement. Health has been good, and those of them engaged in agricultural pursuits have generally been rewarded for their labor by bountiful crops, which, with their annuities, will amply supply the wants of the coming winter. With the exception of some difficulties of a hostile character between the Pawnees and

Sioux, which, at the time, produced great consternation among the frontier set tlements, the tribes have been at peace, and their universal loyalty and devotion to the cause of the government is very gratifying. As an instance of their loyalty I will mention this fact: Of two hundred and one Delawares, between the ages of eighteen and forty-five, one hundred and seventy have volunteered, and are now in the military service of the United States. It is doubtful if any community can show a larger proportion of volunteers than this. Other tribes have likewise shown a commendable zeal in furnishing volunteers, and I have no doubt that, if necessary, several thousand excellent soldiers could be added, without difficulty, to the Union army from the Indians of this superintendency. Several of the tribes have manual labor schools in successful operation, of which those of the Pottawatomies and Delawares deserve especial mention. It cannot be doubted that these schools are exerting a powerful influence, and will prove most efficient auxiliaries in advancing the best interests of the Indians.

Since my first annual report lands have been allotted in severalty to the Sacs and Foxes, and to the Kaws, as provided by their respective treaties. The allotment to the Delawares has also been completed. A treaty has been concluded with the Pottawatomies and Ottawas, providing for a similar allotment to such members of those tribes as may desire it. The necessary preliminary surveys are nearly completed, and steps have been taken to secure an early allotment of the lands. Thus, one by one, the tribes are abandoning the custom of holding their lands in common, and are becoming individual owners of the soil—a step which I regard as the most important in their progress towards civilization. A treaty has also been negotiated with the Kickapoos, providing for an allotment to the members of that tribe, and is awaiting the constitutional action of the Senate. I desire, also, to call your attention to treaties negotiated with the Iowas, and the Sacs and Foxes of the Missouri, and also with the Sacs and Foxes of the Mississippi, now pending before the Senate, in the hope that the attention of that body will be directed to the subject, and its early and favorable consideration had in the premises.

A fruitful source of difficulty, and one which detracts very much from the success of our Indian policy, is found in the fact that most of the reservations within this superintendency are surrounded by white settlements; and it has heretofore been found impossible to prevent the pernicious effects arising from the intercourse of vicious whites with the Indians. To remedy this it has been suggested that the various tribes should be removed to the Indian country immediately south of Kansas. This suggestion is heartily approved by the whites and by many of the Indians, and, under favorable circumstances, I should have no hesitation in recommending its adoption. It cannot be doubted that most, if not all, of the tribes of the Indian country have, in a greater or less degree, compromised their rights under existing treaties, and that upon the restoration of our authority their treaty relations will require readjustment, not only to provide for the punishment of those who have aided the rebellion, but also to secure the rights of those who have remained loyal. This will present a favorable opportunity for providing homes for such of the tribes and portions of tribes of the central superintendency as may desire to emigrate to that country. I do not wish to be misunderstood upon this point, either as to the action which should be had in relation to the tribes of the central or those of the southern superintendency. Those of the central superintendency who desire to remain there should be permitted to do so, without molestation in any form whatever. Most, if not all, of them hold their lands by the most indisputable of titles and by the most solemn forms, and upon every proper occasion have received the plighted faith of our people that they shall remain forever unmolested in their possession. For these possessions they have surrendered rights elsewhere, which we have always acknowledged to have been justly theirs, and a full and fair equivalent for all they have received. Any action therefore on our part

which does not leave them perfectly free to elect whether they will remain where they now are or seek new homes, and that does not secure to them ample remuneration for their present possessions, and the quiet and peaceable possession of their new homes, in the event that they shall elect to emigrate, will be a wanton and disgraceful breach of national faith, and all the more so because of their undoubted loyalty and their physical inability to resist any policy we may seek to force upon them.

With the tribes of the southern superintendency the circumstances are different. They occupy one of the most desirable portions of the American continent, sufficiently ample in extent to afford a home and country, not only for them, but also for all those tribes who will probably desire to share it with them. Besides this, no considerable number of whites are now there. Here, then, is a country which, by judicious, just, and forbearing action on our part, may be made a happy home for a large portion of our Indians, and where we have reason to believe they may successfully solve the problem of Indian civilization. As above remarked, most, if not all, of the tribes now there have, in a greater or less degree, compromised their rights under existing treaties. To a greater or less extent, they have participated in the great rebellion with which we are now struggling. When the rebellion is subdued it will be no easy task to re-adjust our relations with this people. In doing this two prominent facts must be borne in mind: first, that at the commencement of the rebellion all our forces were withdrawn from them, and many of them, doubtless, forced to join hands with the rebels; and, secondly, that thousands of them have been driven into exile, and endured untold sufferings, because of their unwavering loyalty to us and their fidelity to their treaty stipulations. To restore these fugitives to their homes, to reinstate them in their former possessions, is plainly our duty. To devise a policy which shall discriminate between those who are willingly traitors and those made so by circumstances will require careful thought and deliberation. I invoke for the whole subject the careful consideration of Congress, and the adoption of such measures as, in its wisdom, it may seem to demand.

SOUTHERN SUPERINTENDENCY.

Referring to my last annual report, it will be seen that, at that date, we were in possession of but little accurate information in relation to the Indians of this superintendency.

Owing to the rebellion, neither the superintendent nor any of the agents (excepting the agent for the Neosho agency) had been able to repair to their respective posts of duty. It was believed, however, that a strong Union sentiment existed amongst the various tribes, which only needed military force sufficient to protect the loyal to secure its development. What was then believed has since been demonstrated in the strongest possible manner. In no part of the country have the sufferings and privations endured, and the sacrifices made by loyal citizens, on account of their fidelity to their country, exceeded those of the loyal Indians of this superintendency.

Among the earliest efforts of the seceded States was an endeavor to sever the allegiance of the Indians to the government, and secure their co-operation. The fact that the agents first appointed by the present administration to reside with them all proved traitors to their trust rendered this effort partially successful. Every species of fraud and deception was resorted to to mislead them. They were gravely told that the government was at an end; that they would never be paid their annuities; that this city had been captured; that the United States government was overthrown; and, in short, that their only hope for the security resulting from a firm and stable government lay in joining their fortunes with the so-called Southern Confederacy.

The withdrawal of our troops from their country, the complete interruption of

communication, and the assurances made by traitorous agents, gave an air of plausibility to these ridiculous stories, and resulted in the formation of a powerful secession party in their midst. As has been the case in all other localities so it was here; the secessionists were violent and aggressive, and hesitated not in resorting to cruel and forcible means to crush out every sentiment of loyalty. For many months the loyal party steadily resisted the tide of treason setting in upon them, and at length were compelled to resort to arms in defence of their persons and property. In December last, I learned that a very considerable force of Indian warriors, composed of Creeks, Seminoles, and a few members of all the other tribes, except, perhaps, the Choctaws and Chickasaws, had twice met in battle and defeated the rebel forces, who are represented to have greatly exceeded them in numbers and in military equipments. About this time, in compliance with repeated suggestions from this office, it was determined by the War Department to organize and send into the Indian country a force, composed in part of 4,000 volunteers, to be raised from amongst the loyal Indians of the central superintendency, to protect the loyal Indians, and enforce the authority of the United States government in the Indian territory; and orders were accordingly issued to that effect to Major General Hunter, then in command of the military department embracing that country. In compliance with instructions received from you I repaired to Kansas, in January last, for the purpose of rendering General Hunter such assistance in the execution of the orders above mentioned as might be in my power. On arriving in Kansas I learned from General Hunter that the rebels, being largely re-enforced by troops from Texas, had fought a third battle with the loyal Indians, resulting in the defeat and complete overthrow of the latter, who, with their old men, women, and children, had been compelled to flee for their lives from the country, and to the number of from 6,000 to 8,000, under the lead of O-poth-lo-yo-ho-lo, a very aged and influential Creek, had taken refuge near the southern border of Kansas, and were being fed from stores provided for the army of General Hunter, who, upon learning their disastrous condition, instantly detailed officers to go to their assistance, and was doing everything in his power to alleviate their sufferings. It would be impossible to give an adequate description of the suffering endured by these people during their flight, and for several weeks after their arrival. When it is remembered that they were collected for the journey, with scarcely a moment for preparation, amid the confusion and dismay of an overwhelming defeat; that their enemies were close upon them, flushed with victory, maddened by recent defeats, and under their well known code of warfare would spare neither age nor sex, it may well be believed that their preparations for the journey were wholly inadequate. It was in the dead of winter, the ground covered with ice and snow, and the weather most intensely cold. Without shelter, without adequate clothing, and almost destitute of food, a famishing, freezing multitude of fugitives, they arrived in Kansas entirely unexpectedly, and where not the slightest preparation had been made to alleviate their sufferings or provide for their wants. Within two months after their arrival two hundred and forty of the Creeks alone died, in consequence of their exposure and want. Over a hundred frosted limbs were amputated within a like period of time. From these facts some idea may be formed of the intensity of their sufferings.

On the 6th of February I was informed by General Hunter that he could not furnish provisions for these people beyond the 15th of that month, and that it was beyond his power to furnish them even a moderate supply of tents and clothing. About the same time I also learned by telegraph from you that the military expedition to the Indian country had been postponed. There was no money at my disposal legitimately applicable to providing for the wants of these suffering people. There could be no delay. I must act, and that at once. With your approbation, I determined to purchase, upon credit, such supplies as their most pressing necessities seemed to require, and for that purpose appointed a

special agent, charged with the duty of making the necessary purchases for food, clothing, and shelter, and delivering the same to Superintendent Coffin, who, with the agents of his superintendency, had, with commendable alacrity, repaired to the assistance of the fugitives. Congress at once authorized the annuities due to several of the tribes of the southern superintendency to be applied to the purpose of defraying the expenses thus incurred; and from the funds thus provided the fugitives have continued to be subsisted.

The military expedition already mentioned was not entirely abandoned. It was deemed a matter of great importance that these fugitives should be returned to their homes, and there protected, in time to raise crops during the past season, and no effort on the part of this office was omitted to accomplish that result. An order was procured from the War Department directing General Halleck, then in command of the western military department, to detail two regiments of white troops, who, together with two thousand armed Indians, were intended as a force to accomplish the purpose above indicated. The arms, with suitable ammunition, were obtained from the War Department, and delivered to Superintendent Coffin, for the use of the Indians, as early as the 16th of April last, but in consequence of various delays (the cause of which is not fully understood) the expedition was not prepared to march until near the 1st of July last. About this time the expedition started, and penetrated the country as far as Talequah. I am not in possession of information sufficiently accurate to attempt a detailed account of its operations. It is understood that, in consequence of unfortunate difficulties amongst the officers of the accompanying white troops, a retreat became necessary. For such information as I have in relation to this whole subject, I refer to the accompanying papers relating thereto.

As was anticipated, a strong Union sentiment was found to exist among the Indians remaining in the Indian country. This was promptly manifested by the accession of an entire regiment of Cherokees to our forces. These volunteers are still in the service of the United States, having accompanied their brethren on the retreat just mentioned. By the withdrawal of the troops, accompanied by so many of their warriors and braves, the Union families would be left at the mercy of their inveterate foes, who would not be slow to wreak vengeance upon them for their loyalty, and thus a second flight of destitute men, women, and children became necessary from that unfortunate country, and has added nearly two thousand to the number now being fed and cared for in the south of Kansas. This retreat was, in all respects, unfortunate, and its necessity most keenly regretted and deplored by the loyal Indians.

It is due to the men composing the Indian regiments of this expedition to state that all accounts concur in awarding the highest praise to their soldierly bearing in battles, in camp, and upon the march. They are represented as obedient, hardy, and brave, and an honor to their race.

A second campaign into the Indian country is in progress, and there is every reason to believe that it will prove more successful than the former, and will result in the restoration of the national authority, and in enabling these distressed fugitives to return very shortly to their homes. It may, however, be found best that they should remain in their present location until spring, on account of the difficulty of transporting provisions so great a distance during the winter, and the suspension of river navigation, it being understood that, in consequence of a severe drought in that country, the crops of last season were very short, and that the country has been desolated by the ravages of the rebels, so that after their return they will require assistance until they shall have had time to provide for their wants.

The expense incurred in aiding the refugees has thus far amounted to about one hundred and ninety-three thousand dollars, which, as elsewhere stated, has been paid from the annuities withheld from southern tribes, on account of their participation in the rebellion. As this fund is not common to the tribes, some

of them having no interest therein, and inasmuch as, by the respective treaties under which it accrues, (which, so far as the loyal Indians are concerned, must remain practicably valid,) it is not applicable to the purpose of subsistence, this account, upon the restoration of order, will require careful scrutiny, and additional legislation will probably be necessary to secure a just settlement of the same as between the different tribes.

In concluding this subject I feel that my duty would be very imperfectly done should I fail to ask for these loyal, suffering, and destitute Indians the most generous and ample legislation on the part of Congress. In view of their unhesitating loyalty, the unparalleled sufferings they have endured, and the immense sacrifices they have made, it cannot be doubted that Congress will, upon proper representations, authorize the negotiation of such new treaties with them as will reinstate them in their homes, and, so far as practicable, restore them their possessions, and at the same time provide for the punishment of those of their race who shall be found guilty of instigating and promoting treason.

DAKOTA SUPERINTENDENCY.

With the exception of the Sioux our relations with the Indians of this superintendency remain friendly. The principal tribes within its limits are the Sioux, Poncas, Gros Ventres, Mandans, Arickarees, Assinaboins, Blackfeet, and Crows. The only tribes with which we have treaties, other than of amity, are the Blackfeet, the Yancton Sioux, and the Poncas, each of which are located upon reservations. Under the efficient management of Agents Burleigh and Hoffman, the Yanctons and Poncas are rapidly improving their condition. Each of the seven bands composing the Yanctons have now a good farm under cultivation, upon which good crops have been raised during the past season, mainly by Indian labor. These Indians are fast learning to appreciate the importance of agriculture as a means of subsistence, and there can be but little doubt that within a few years, by judicious management, they will be prepared to receive and hold their lands in severalty, and thenceforth need but little of the supervisory care of the government.

Upon the Poncas reservation some five hundred acres of land are in cultivation, a fair crop has been raised during the past season, the Indians have been successful in their hunts, and ample preparations have been made to supply their wants during the coming winter. Very considerable additions have been made to the agency buildings; the chiefs have comfortable houses; many of the Indians are beginning to build; their school building will soon be completed and their school in operation; so that, upon the whole, the affairs of the tribe were never in a more promising condition

The reports of Agents Latta and Reed, to be found among the accompanying papers, present, in detail, much interesting information concerning all the other tribes of the superintendency. It will be seen that, with the exception of various bands of Sioux, the time has fully arrived when it is not only practicable but very desirable that treaties should be made with these various tribes of Indians. They are an intelligent and friendly people, well disposed toward the white man, anxious to enter into more intimate relations with the government, and affording abundant evidence of their capacity to rapidly attain a respectable knowledge of the arts of civilization. When it is remembered that the Yanctons and Poncas have been upon their reservations but three years, prior to which their condition was similar to that of the other tribes of Dakota, and their present is contrasted with their former condition, the great advantages of the reservation system are at once apparent. I feel well assured that, with the exception of the Sioux, treaties might easily be negotiated with all the tribes of this superintendency, which would be alike beneficial to the Indians and the white settlers. The Territory

is but recently organized and as yet but sparsely settled. At present, suitable reservations upon which to concentrate the Indians may easily be obtained. A few years hence the presence of settlers will render it more difficult. By acting promptly we may not only obtain locations best adapted to the wants of the Indians, but shall also avoid the vexations and trouble always attendant upon an attempt to appropriate to Indian purposes any part of the public domain upon which our own people have settled.

The Sioux of Dakota, who must not be confounded with those of Minnesota, number some thirteen thousand. They are among the most warlike and powerful of the tribes of the continent. They abound in everything which constitutes the wealth of wild Indians; have an abundance of horses; are expert riders; and if once engaged in actual hostilities with the whites would be found capable of inflicting an immense amount of damage upon the frontier settlements, and in a country like theirs exceedingly troublesome to subdue.

The defiant and independent attitude they have assumed during the past season towards the whites, and especially towards their agent, warns us that not a moment should be lost in making preparation to prevent, and, if need be, resist and punish any hostile demonstration they may make. They have totally repudiated their treaty obligations, and, in my judgment, there is an abundance of reason to apprehend that they will engage in hostilities next spring. Like the southern rebels, these savage secessionists tolerate no opposition in their unfriendly attitude toward the whites. Last spring Agent Latta found between two and three thousand of these people, being portions of seven different bands, assembled at St. Pierre to meet him. When it was ascertained that he was unaccompanied by military force, Big Head, a chief of the Yanctons, and his party refused to hold council with the agent. The chiefs and head men of the other portions of bands, after much hesitation, consented to hold a "talk." Notwithstanding the fact that Agent Latta's entire report is among the accompanying papers, I deem it proper to here insert an extract therefrom, giving the substance of this talk on the part of the Indians, that, so far as is in my power, I may obtain for it that attention which its importance seems to demand. The following is the extract:

"They stated that they regretted to see me without a military force to protect them from that portion of their several bands who were hostile to the government, and to them who were friends to the white man and desired to live in friendly relations with this government, and fulfil their treaty stipulations; that General Harney, at Pierre, in 1856, had promised them aid; that they were greatly in the minority; that that portion of their people opposed to the government were more hostile than ever before; that they had, year after year, been promised the fulfilment of this pledge; but since none had come they must now break off their friendly relations and rejoin their respective bands, as they could hold out no longer; that their lives and property were threatened in case they accepted any more goods from the government; that the small amount of annuities given them did not give satisfaction; it created discord rather than harmony, nor would it justify them to come so far to receive it; that they had been friends to the government and to all the white men; had lived up to their pledges made at Laramie in 1851, as far as was possible under the circumstances, and still desired to do so, but must henceforth be excused, unless their "Great Father" would aid them. They requested me to bring no more goods under the Fort Laramie treaty, nor would they receive those present." With the exception of the chief, Bear's Rib, they actually refused to receive the presents with which Agent Latta was provided, and which he then offered them. After much parley, Bear's Rib consented to receive that portion of the goods designed for his people, stating at the same time that he thereby endangered not only his own life but also the lives of all his followers, and requesting that no more goods be brought unless they could have protection. A few days after this the event

justified the caution of the other chiefs, and proved that the apprehensions of Bear's Rib were not unfounded. A party of Sioux came in from the prairies, assaulted and killed Bear's Rib and several of his followers, compelling the others, some two hundred and fifty in number, to scatter and flee for their lives. Not content with thus repressing every manifestation among their own people of friendly feeling towards the government, these savages have also become the terror and scourge of all the lesser tribes of the upper Missouri who dare to remain on friendly terms with the United States. All these lesser tribes represent to our agents that, because of their adherence to their treaty stipulations, they have made themselves obnoxious to the Sioux, and are in extreme danger. Many of them dare not resort to their common hunting grounds, and are hence deprived of their usual supplies, and must suffer much for want of food. These tribes all unite in an earnest appeal for that protection to which, under their treaties, they are entitled, and I am not without apprehension that, in case protection is much longer withheld, they may be compelled, in order to save their lives, to repudiate their allegiance to the United States, as, under similar circumstances, some of our citizens have been compelled to do in other parts of the country.

Governor Jayne, who is *ex officio* superintendent of Indian affairs for the Territory, all our agents, all the friendly tribes, and all the Sioux who remain friendly, unite in representing the danger of hostilities in the spring. Being thus warned, from so many sources, of the impending danger, I trust that the necessary measures will be taken to avert from Dakota the enactment of such bloody scenes as have recently been witnessed in the neighboring State of Minnesota; and am the more solicitous that ample and seasonable preparations may be made to meet the danger because I believe by such preparation the probability is that hostilities will be prevented, and our authority over the hostile Indians of Dakota re-established without a resort to actual force.

As a possible indication of the cause of our difficulties with the Sioux of Dakota, I desire to call your attention to a communication from the Hon. J. R. Giddings to the Secretary of State, and to one from the Reverend Father De Smidt to this department, both of which are among the accompanying papers.

UTAH SUPERINTENDENCY.

Our relations with the Indians of this superintendency are still in an unsatisfactory condition. But little progress has been made in subjecting the Indians to the policy we have adopted for their government.

The efforts of the superintendent and agents to ameliorate the condition of the Indians are very much restricted for want of adequate means, and I have but little doubt that many of the depredations committed by Indians are induced by want and privation. Another cause for the restless and rebellious spirit manifested by the Indians is attributed to an unwarrantable interference, on the part of the Mormons, with the legitimate discharge of the duties of the superintendent and agents.

By far the most numerous, powerful, and troublesome Indians within the Territory are the Shoshones or Snakes. These Indians roam over the northern part of the Territory, along the line of the overland emigrant and mail route, and have created serious disturbances during the past season. Vast numbers of horses, cattle, and mules have been stolen, and large amounts of property destroyed, and in some instances lives have been lost.

At the last session of Congress an appropriation was made for the purpose of negotiating treaties with these Indians. A commission has been appointed to effect this negotiation, consisting of Superintendent Doty, Agent Mann, and Henry Martin, esq. But, owing to the remoteness of the country, the difficulty of transportation, and the lateness of the season at which they must necessarily

commence preparations, it is doubtful if they will be able to effect a negotiation in time for the constitutional action of the Senate during its approaching session. This is much to be regretted, as there can be no reasonable prospect of quiet within the Territory while the present relations of the government with the Indians continue.

Serious apprehensions were entertained, during the latter part of the summer and early in autumn, that a general uprising of the Indians of the plains was imminent. From the nature of the information received, it was deemed proper that a notice should be given, warning those contemplating the crossing of the plains by the overland mail route of the danger. It is worthy of remark that a despatch was received from Salt Lake, dated 26th August last, directed to the Postmaster General, informing him that an outbreak on the part of the Indians *east* of the Missouri river was at hand. That this despatch should be dated almost contemporaneously with the bloody scenes enacted in Minnesota would seem to indicate that the wild and disaffected Indians of the country, however widely separated, are well informed as to contemplated movements on the part of any of the tribes. I think there can be but little doubt that emissaries of the rebellion have, by every means in their power, endeavored to bring about a general war with the Indians, and that to these wicked schemes much of the unusual disquietude and hostility of the Indians is to be attributed.

As stated in my last annual report, the farms and reservations of Utah were found almost destroyed at the incoming of the present administration, the former agents having deemed it indispensable to strip them of everything of value in order to prevent famine among the Indians. The meagreness of the appropriations made for the Indian service of the Territory has made it impossible for the present officers to restore these farms and reservations to a productive condition. The game of the country is well nigh exhausted. The Indian service in Utah cannot be otherwise than discreditable to the government, unless Congress shall, by liberal appropriations, enable our agents to conduct their operations upon a scale in some measure corresponding with the absolute necessities of the Indians under their charge.

We have no report from the superintendent of Nevada. From the latest intelligence received from that Territory, the remarks in relation to Utah are believed to be applicable thereto.

I respectfully ask attention to the remarks upon this subject contained in my first annual report.

COLORADO SUPERINTENDENCY.

No serious outbreak of the Indians has occurred within this superintendency during the past year; but most of the Indians have manifested a restless disposition, and have been much inclined to commit depredations upon the white settlers. It is believed that the timely preparation of the government and the vigilant care of the superintendent and agents have done much to prevent disturbances.

The principal tribes are the Cheyennes and Arapahoes, the Utahs and Comanches. An endeavor on the part of Superintendent Evans to put an end to hostilities which for many years have existed between the Cheyennes and Arapahoes on the one hand, and the Utahs on the other, has been regarded by the former as an unwarrantable interference, and is one cause of difficulties with some of the chiefs of those tribes. The disaffected chiefs have, however, promised to respect the wishes of the superintendent, and it is believed that they will occasion no further trouble.

Another disturbing element consists in the fact that one or two of the bands were not represented at the making of the recent treaty with the Cheyennes and Arapahoes, who, consequently, still claim the right to roam throughout the territory once claimed by that nation. Although provision is made by the

treaty for bands not parties thereto to become such, it is believed that their concurrence in the treaty can more easily be obtained by direct negotiations with them for that purpose.

With the Utahs, Kiowas, and Comanches, we have no treaties. The Utahs, according to Superintendent Evans's report, occupy from 65,000 to 70, 000 square miles, being all that part of Colorado Territory lying west of the Cordilleras, or snowy range of mountains. They number some ten thousand souls, and are wild, warlike, and independent. Roaming over and claiming a country so vast, and finding that each year is adding to the number of white settlers, whom they regard as intruders, there is constant danger of collisions, which may result in general hostilities, proving alike disastrous to the Indians and the whites. In this view it is of great importance that provision should at once be made for the negotiation of a treaty with these people, so that their rights may be ascertained, and their duties and relations toward the government may be clearly defined. I called attention to this subject in my first annual report. I again urge its consideration, and prompt and appropriate action on the part of Congress, as being of the utmost importance.

About thirteen thousand square miles of the southern portion of Colorado, and probably a much larger extent of the neighboring States of Kansas and Texas, and Territory of New Mexico and the "Indian country," are occupied by the Kioways and Comanches. The same general remarks made in reference to the Utahs as to the immediate and urgent necessity of treaty negotiations are applicable to these Indians. They are numerous, intelligent, and warlike. They are represented as being exceedingly anxious to enter into treaty relations with the United States, and thereby secure for themselves a settled place of habitation. No doubts are entertained as to the practicability and comparative facility of converting these wild, nomadic, and almost lawless Indians into quiet and orderly people by timely and judicious action on our part. The country they inhabit is peculiarly fitted to the purposes of pastoral life, for which the Indians are by habit well adapted.

If these suggestions shall be considered, and receive the favorable action of Congress, I am confident that but few years will elapse until Indian affairs in Colorado will be reduced to system and order, the peace and security of the citizens of the Territory made permanent, and the citizens, as well as the Indians, in the quiet enjoyment of those blessings which result from a just and firm administration of law.

SUPERINTENDENCY OF NEW MEXICO.

Most of the time during the past year all that portion of this superintendency known as Arizonia has been in the occupation of the rebels, and, consequently, to that extent our communication with the Indians thereof has been interrupted.

The Indians occupying this portion of the superintendency are the Apaches, Pimos, Papagos, and the Maricopas. The three last named are known under the general term Pueblos, and, in the estimation of Superintendent Collins, are much more than semi-civilized. Their loyalty is unquestionable. They stand as a barrier between the frontier sentlements and the wild tribes, and in this respect are of signal service to the whites. So great is the confidence reposed in them that the military authorities of the Territory have presented them with one hundred muskets and ten thousand rounds of ammunition, and would willingly have increased the amount had the arms and ammunition been at their disposal. To appreciate justly their loyalty, it should be borne in mind that for more than a year they were subjected to the influences of the rebels, and entirely cut off from communication with us. They are even now successful agriculturists, and were able to sell to General Carlton's command, when on its

way from California, more than one million pounds of wheat, being the surplus of their last year's crop. I entertain not the slightest doubt that, by judicious action on our part, these Indians will in a few years attain that degree of success in the arts of civilization which will relieve the government from the necessity of any further special care in relation to their welfare.

The Apaches are wild, hostile, and barbarous. They number about eight thousand, and, considering the exposed condition of the country, are a truly formidable foe. While it is not known that the authorities of the rebellious States have succeeded in forming treaty relations with them, it is quite evident they have done nothing to restrain the outrages of these savages, it evidently being their policy to encourage rapine and murder on the part of the Indians, rather than provoke their hostility towards themselves.

The immunity from chastisement they have thus enjoyed has rendered them insolent and defiant. They have indulged in all manner of outrage, not hesitating ever at the murder of defenceless women and children. There should not be a moment of unnecessary delay in strengthening the military force of New Mexico, so that not only these, but all other hostile tribes therein may be chastised and reduced to subjection.

Equally powerful and hostile, and even more dreaded than the Apaches, are the Navajoes. During the past four years they have been a continual scourge to the people of New Mexico, and have committed innumerable depredations upon their settlements. There is absolutely no security, except armed force, in any part of the large region of country through which they roam; and the last has proved even more disastrous than former years. Aside from the Apaches and Navajoes, it is believed that but little trouble would be experienced in preserving peace and quiet with the many tribes and bands of this superintendency. With the Apaches and Navajoes the task will be more difficult. The government has so long delayed the adoption of some efficient policy, that they have become insolent and defiant, construing our forbearance as an evidence of weakness. There is no evidence that these powerful tribes are in league with the Sioux of the north, but it is known that they are well informed as to all their movements, and from the well known character of Indians having a common enemy, it is easy to perceive that a delay in adopting some efficient policy, whereby the hostile Indians of this superintendency shall be reduced to subjection, and a permanent peace be established, may result in formidable and dangerous combinations that will vastly increase the magnitude of the present evils, and the difficulty and expense of securing peace and safety for our frontier settlements.

The idea of exterminating all these Indians is at once so revolting and barbarous that it cannot for a moment be entertained. They must then, by some means, be provided for. New settlements of whites are springing up throughout the country, and the game upon which the Indians once relied is rapidly disappearing. It is impossible that they should at once forget the training of ages, and adopt the white man's arts, so as to gain even a scant and precarious living thereby; and, were it otherwise, they have no settled home and habitation where those arts could be exercised. As the whites advance the only means by which the wild Indians can sustain life diminish. It is doubtful, even now, if game is not so scarce in New Mexico that, should the wild Indians wholly abstain from plunder a single season, the result would be starvation. That such would be the result a few years hence cannot be doubted.

If, then, the Indians are not to be exterminated by violent means, or by the still more revolting method of starvation, nor yet by a combination of both, we must make some other provision for them. That they cannot be permitted to roam unmolested through the country, and could not live if they were, is perfectly evident. It, therefore, follows that they must be concentrated, and must have an established home. Even these will not enable them to live; they must be taught the means of obtaining a living, and, meanwhile, must receive assist-

ance. Whether this is accomplished by means of direct appropriations of money by Congress, or by means of treaties, based upon a recognition of their absolute right to occupy the land upon which nature has placed them, the cost will be precisely the same. This being the case, and there being so many weighty and evident reasons why the latter method should be preferred, it seems preposterous that, with perfect freedom of choice, we should hesitate, simply because Mexico, from whom we acquired the territory, did not recognize any right of the Indians in the soil; and it is the more strange because it is a reversal of all our own precedents. I treated upon this subject at considerable length in my first annual report; I again allude to it because each year of delay is disastrous to the whites as well as the Indians, and because there is no feature of our Indian relations that more imperatively demands the immediate consideration and action of Congress.

Very many of the citizens of New Mexico have claims for indemnity for losses occasioned by depredations committed upon them by Indians. For want of appropriate action on the part of Congress, I am unable to adjust these claims, and it is a source of bitter complaint on the part of the sufferers, and of serious embarrassment to our officers within that Territory. I trust the approaching Congress will not fail to adopt such measures as will enable the legitimate claimants to obtain their just dues.

OREGON.

During the past year our relations with the Indians of Oregon have remained peaceable, and there appears to be no reason to apprehend any serious disturbance in the future.

Very full and circumstantial reports have been received from the superintendent, agents, and agency employés, from which it will appear that our operations are rapidly becoming systematized; and while it is true that no very marked advance during the year is exhibited, as to the Indians of either of the agencies, it is evident that a gradual and sure advance is being made at most of them. In relation to the Indians at Grand Ronde agency, the superintendent is of the opinion that the time has fully arrived when an allotment of lands, to be held in severalty, to very many of them will be attended with the best of results.

Great dissatisfaction exists among many of the tribes upon the reservations because of the failure of the Senate to ratify the treaties negotiated with them a few years since. They have assembled upon reservations in good faith, and, as they supposed, in conformity to treaty stipulations, and now find that they do not receive the benefits which they were led to expect. This is especially true in relation to those of the Siletz agency. The Indians are becoming discouraged, and it is with great difficulty that very many of them are prevented from returning to their former habits. Superintendent Rector well remarks, in this connexion, that "to compel even Indians to remain on a reservation without food and clothes, or even the means of obtaining them, is unjust and inhuman." To remedy this evil new treaties should be negotiated as soon as practicable, freed from the objections which prevented the ratification of those formerly negotiated, or Congress should make appropriations sufficient to place all the Indians of the superintendency thus situated upon an equal footing with those with whom treaties have been consummated.

Owing to the unparalleled severity of the last winter, and the backwardness of the spring, much suffering was experienced by the Indians; large numbers of their horses and much of the stock belonging to the agencies perished; and, in some instances, agents were compelled to issue to the Indians grain and seeds which had been intended for planting and sowing in the spring to prevent starvation. This seed could not, in some instances, be replaced at the proper

time, and consequently the amount planted was less than was intended, and the yield will also be less than usual, and some assistance may be necessary during the coming winter in supplying the deficiency.

In general, however, the crops of the season just passed promised at last advices an abundant yield, and if well secured will afford the means for the comfortable subsistence of all the Indians now upon reservations.

But little progress has been made in education. Only two schools were in operation during the past season, one at the Warm Springs reservation, the other at Grand Ronde. I am well assured that but little good is to result from money expended for the education of Indian children until suitable buildings, with the necessary grounds attached, shall be provided for manual labor schools, at which the children shall be almost wholly withdrawn from the influence and example of their parents, and shall be subsisted at the school and taught habits of industry, as well as the primary branches of education.

WASHINGTON SUPERINTENDENCY.

The annual reports of the superintendent and agents of this superintendency have not been received; hence I am unable to present in detail the condition of the Indians within its limits. It is believed, however, that while many of the tribes are friendly, there is more reason to apprehend difficulties with some of those within this Territory than from any others upon the Pacific coast.

The appropriation of the last session of Congress for the purpose of negotiating a treaty with the Nez Percés was made so late in the season that, notwithstanding the fact that commissioners were promptly appointed and the necessary funds forwarded for the purpose of such negotiation, I am informed by Superintendent Hale that the commissioners may not be able to enter upon the discharge of their duties until next spring, when we have reason to hope that a treaty will be negotiated which will secure peace between the Nez Percés and the crowds of whites who have gone upon their reservation in search of the gold which there abounds.

It will be observed, by a perusal of some of the papers accompanying this report, that complaints are made with regard to the large arrearages of the Indian service in Oregon and Washington, and the delay attending their settlement. I submit a few facts, the simple statement of which, it is hoped, will be regarded as a sufficient answer to these complaints.

The outstanding liabilities for the Indian service in Oregon and Washington, so far as can be determined from the very imperfect returns furnished this office, amount to $201,186 57, of which nearly four-fifths accrued during the last administration.

The delay in the settlement of these liabilities may be attributed to various causes, aside from the important fact that less than one-half of the above amount has been forwarded to this office for examination and settlement.

The changes consequent upon the going out of the late administration induced many holders of certified vouchers to forward them to the department for settlement. In many instances but one of a triplicate or quadruplicate set of vouchers are forwarded, and papers, such as bills of lading, contracts, &c., referred to on the face of the voucher, are withheld. An error of this kind involves delay, it being the rule of the office that all papers belonging to or relating to claims or accounts should be submitted before settlement can be had.

The neglect on the part of some of the agents to transmit a statement of their outstanding liabilities, for the information of the department, contributes to the delay in their settlement. In many instances the first intimation that the office receives of the indebtedness is the appearance of the agent's certified voucher for the amount, without explanation of any kind touching the transaction creating the liability.

Many vouchers were and are transmitted to this office in advance of the agent's accounts for the quarter in which they were issued.

The delay on the part of some and the neglect of other agents to render and forward their final accounts, together with the fact that much of this indebtedness has been incurred in disregard of the instructions of this office, and with a knowledge on the part of the agents that the funds under many of the heads of appropriation were already exhausted, has been and still is an element of delay.

The outstanding liabilities of the Indian service for Oregon and Washington created during the present administration have been, in a great measure, unavoidable. The necessary changes in the superintendency of Washington Territory, and amongst the agents in Oregon and Washington, have contributed largely to this result.

The appointment of a superintendent, and the filing of his bond, consumes from sixty to ninety days. Until the bond is filed the office cannot place any funds to the credit of the superintendent. Pending the filing of the bond a removal and consequent appointment of another superintendent, as was the case in Washington, involves a repetition of the delay. The funds being thus withheld, the agents are obliged to create an indebtedness in order to carry on the business of their agencies.

To obviate this difficulty it is suggested that legislation be had by Congress, creating depositories in those Territories, so that moneys intended for disbursement there can be paid upon the presentation of the bond of the proper officer.

CALIFORNIA SUPERINTENDENCY.

The condition of the Indians in California is one of peculiar hardship, and I know of no people who have more righteous claims upon the justice and liberality of the American people. Owing to the discovery of its mines, the fertility of its soil, and the salubrity of its climate, that State within a few years past became the recipient of a tide of emigration almost unexampled in history. Down to the time of the commencement of this emigration nature supplied all the wants of the Indians in profusion. They lived in the midst of the greatest abundance, and were free, contented, and happy. The emigration began, and every part of the State was overrun, as it were, in a day. All, or nearly so, of the fertile valleys were seized; the mountain gulches and ravines were filled with miners; and without the slightest recognition of the Indians' rights, they were dispossessed of their homes, their hunting grounds, their fisheries, and, to a great extent, of the productions of the earth. From a position of independence they were at once reduced to the most abject dependence. With no one of the many tribes of the State is there an existing treaty. Despoiled by irresistible force of the land of their fathers; with no country on earth to which they can migrate; in the midst of a people with whom they cannot assimilate, they have no recognized claims upon the government, and are almost compelled to become vagabonds—*to steal or to starve.* They are not even unmolested upon the scanty reservations we set apart for their use. Upon one pretext or another, even these are invaded by the whites, and it is literally true that there is no place where the Indian can experience that feeling of security which is the effect of just and wholesome laws, or where he can plant with any assurance that he shall reap the fruits of his labor. The great error in our relations with the California Indians consists, as I conceive, in our refusal to recognize their usufructuary right in the soil, and treat with them for its extinguishment; thereby providing for them means of subsistence until such time as they shall be educated to conform to the widely altered circumstances by which they are surrounded. It is now perhaps too late to correct this error by making treaties, and it only remains for us to do voluntarily that justice which we have refused to acknowledge in the form of treaty obligations.

When the incalculable value of California, with its seven or eight hundred miles of sea-coast and its untold millions of wealth, is considered, how small, in comparison, is the value of such appropriations as would be sufficient to afford the Indians every aid and facility for the attainment of comfortable homes and the simple arts of civilization necessary to their subsistence! And when it is also considered that these people were in the almost undisputed possession of this beautiful domain, surely we, who have deprived them of their possessions, ought not to withhold the little which, by every consideration of humanity and justice, they may so imperatively and rightfully demand.

A proviso was added to the appropriation made by Congress at its last session for the Indian service in this State, authorizing and directing the Secretary of the Interior "to inquire into the expediency of reducing the Indian reservations in California to two in number; the proper places for the same; the probable expense thereof; the propriety of disposing of any of the reservations, and the value thereof, and of the property thereon; of the manner and terms of such disposal; and in what manner, in his judgment, the expense of the Indian department in that State can be reduced and its system simplified, without injury to the same, and report thereon to the next regular session of Congress." That the information sought by this proviso might be obtained, I directed the superintending agents for the northern and southern districts, shortly after the adjournment of the last Congress, to inquire into and report upon the various subjects embraced therein. The report of Superintending Agent Hanson will be found among the accompanying papers; that of Superintending Agent Wentworth is not yet received.

I entirely concur in the views expressed in the report of Mr. Hanson as to the wants of the northern district. It will be seen that there is no one location, within his knowledge, sufficient in extent to accommodate the Indians of this district. Two reservations are therefore imperatively demanded. Were it otherwise, I should deem the statements made by Mr. Hanson as to the disparity in the tastes, habits, and pursuits of the Indians of the coast and those of the interior, conclusive as to the propriety of two reservations. I also feel well assured that his recommendations as to the sale of the Klamath, the Mendocino, and Nome Lacke reservations; the purchase of such settlers' claims, within the Smith River and Round Valley reservations, as may be found just; the removal of all whites therefrom, and the enlargement of their limits, should be adopted at once. If these suggestions shall receive the early and favorable consideration of Congress, I have the utmost confidence that they will be attended with the most gratifying results, as all our accounts agree that the Indians of this district, and, indeed, of the State at large, possess, in an unusual degree, the capacity of speedily acquiring the arts of civilization and becoming self-supporting.

Whether it shall be found expedient to establish one or more reservations within the limits of the southern district, there should be no delay in securing the titles to such as may be found necessary, as delay not only increases the difficulties of procuring suitable locations, but also serves to enhance the value of such desirable lands as may be found to belong to white settlers. Very many of the Indians of the southern district are already well advanced in civilization. This is especially the case with those in that portion of the district extending east and west from the Mojave to the Colorado river, and to the Pacific coast, and southwardly to the boundary of the State. I see no reason why the system for the management of our Indian relations with California should differ from that of other States and of the Territories. We have now *two superintending agents*, both residing in San Francisco, and both necessarily requiring offices and clerks. Their duties, I have no doubt, may be as efficiently discharged by a superintendent, with but little, if any, additional expense to that incurred by each of the superintending agents; and I have no doubt that, in case two reserva-

tions are established in what is now the northern district, and a suitable number in the southern, and agents appointed to reside upon the several reservations, with the necessary number of employés, we shall not only secure the advantage of uniformity in the system adopted for the management of Indian affairs, but shall also greatly reduce the expenses now incurred in that State, and better subserve the wants and interests of the Indians.

MICHIGAN AGENCY.

Under this head are embraced all the Indians residing in the State of Michigan. No material change has taken place during the past year. The agent can wield but little influence among these Indians, owing to the fact that their reservations are remote from the agency and from each other. The Indians number about eight thousand, and are divided into numerous small bands, located in various parts of the State, requiring of the agent a journey of some two thousand miles in order to visit them all and make their annual payments. If, upon investigation, it should be found practicable to locate all these Indians upon a single suitable reservation, it would, I doubt not, be attended with most beneficial results.

The agent could then reside with the Indians, and they be under his personal care and supervision, and reap the advantages of his example and instructions. I believe this change would be found practicable, and am confident that the present possessions of the Indians would be found sufficient to procure for them a new location, and establish them in much more comfortable and promising circumstances than those by which they are now surrounded.

As situated at present, but little progress is being made, either in the education of the children or in agriculture.

Within the limits of the agency there are some twenty-seven schools, at which the aggregate attendance has been but six hundred and twenty-four. I am satisfied that the teachers employed discharge their duties with commendable fidelity, but the result of their labors is not such as might easily be attained, with far less expenditure, if the Indians were concentrated so that the number of schools might be reduced, and a more regular attendance on the part of the scholars be secured.

The recent law of Congress providing for the punishment of persons selling intoxicating liquors to the Indians is having a salutary effect in this as well as other localities, and meets with the approval of the more intelligent of the Indians and the more respectable of the whites.

No doubts are entertained as to the loyalty of the Indians of this agency.

GREEN BAY AGENCY.

The Indians of this agency consist of the Stockbridges and Munsees, the Oneidas, and the Menomonees.

The suggestions made with reference to the Michigan agency, with but slight modifications, are appropriate to the Indians of this agency. Judging by the report of Agent Davis, I am satisfied that a very large proportion of the Indians under his charge would be vastly benefited if located upon a single reservation, and assigned a proper quantity of land to be held in severalty. Their knowledge of the arts of civilization, and the extent to which they have engaged in industrial pursuits, are such that, in my judgment, the stimulus arising from the individual ownership of land and other property would be to them of incalculable benefit, and would prove, within a few years, more effectual in elevating, civilizing, and in all respects improving their condition than any and all the means hitherto employed.

The report of Agent Davis is very elaborate, and presents much detailed and

interesting information in relation to all the tribes under his charge. The information he furnishes in relation to the machinations of the rebels among the Indians is of much interest.

NEW YORK AGENCY.

The Indians of New York still maintain their advanced position in relation to all the Indian nations. With them the question of Indian civilization has been successfully solved. They have their churches and schools; their houses are neat and comfortable; they are successfully engaged in agriculture; and in all their surroundings thrift and comfort are to be observed.

There can be no doubt that, as a community, they are well qualified to take charge of and successfully manage their own domestic and financial concerns, and that, aside from our treaty stipulations, no good reason exists why the government may not now surrender to them the trusts it has so long held and exercised in their behalf.

With a view to such action, I respectfully recommend to and urge upon your consideration the propriety of requesting from Congress authority to make the necessary negotiations and settlements.

With the exception of the Tonawanda band of Senecas, these Indians have very considerable unadjusted claims against the United States, arising under the provisions and stipulations of the Buffalo Creek treaty of January 15, 1838. Under the provisions of this treaty it was contemplated that the entire body of these Indians would emigrate to the then Indian territory west of the State of Missouri, where a tract of land equal to one million eight hundred and twenty-four thousand acres, or three hundred and twenty acres for each individual, was set apart for their use in consideration of a cession to the United States of their claims to five hundred thousand acres of land in the then Territory of Wisconsin.

By far the larger portion of the Indians remained in the State of New York. That such Indians have a just claim against the United States on account of the cession of Wisconsin lands has been expressly recognized by a settlement and adjustment made with a portion of their number, viz: the Tonawanda band of Senecas, under a treaty made with said band in 1857.

Many of the Indians removed to the then territory west of Missouri, as contemplated by the treaty of 1838, and some of them have received the lands to which, under said treaty, they were entitled, but it is alleged that many of those who so removed failed to receive their dues under the treaty, and are suffering extreme poverty, being compelled to subsist mainly by the charities of the tribes there residing. Very many complaints have been received at this office upon this subject, and it is believed that in some instances they are founded in justice. I respectfully suggest legislative action, on the part of Congress, upon this subject, with a view to a final adjustment of all the claims of the New York Indians, and trust that such legislation will include not only the claims of those still residing in New York, but also the claims of those who emigrated to Kansas under the treaty of 1838.

In my last annual report I recommended that measures be adopted by Congress to insure to the Indians the value of the bonds abstracted from the custody of the late Secretary of the Interior, as shown in a report of the select committee of the House of Representatives, (No. 78, thirty-sixth Congress, second session,) and, further, that a law be enacted granting power to the Secretary of the Interior to dispose of all the State stocks then held in trust by the government, and that the amount expended in their purchase be reimbursed to the Indians by an investment in stocks of the United States for their benefit.

On the 12th of July, 1862, Congress authorized the Secretary of the Treasury to place upon the books of the treasury, to the credit of each of the Indian

tribes interested in the abstracted bonds, (excepting the Cherokees and Pottawatomies,) the amounts originally invested in said bonds for them respectively, and appropriated a sum sufficient to pay the interest on the same, at five per cent. per annum, from the date of the last payment until the first day of July, 1862, and provided for the payment of interest upon the several amounts at the rate of five per cent. per annum semi-annually.

I now recommend that measures be adopted by Congress to reimburse the Cherokees and Pottawatomies for their interest in the said abstracted bonds.

To prevent further loss from the abstraction of bonds, and to insure to the Indians the payment of the interest promptly as it may become due, I recommend that measures be adopted by Congress authorizing the Secretary of the Interior to deposit all State stocks now held by him in trust for Indian tribes with the Secretary of the Treasury, and that he be authorized to enter upon the books of his department, to the credit of the proper tribes, the amount originally invested in said bonds, and that provision be made for the payment of the interest.

For information as to the present condition of the "trust fund" held by you on account of various Indian tribes, I refer you to the letter of Mr. Goddard (the clerk in charge of that branch of business) and to the tabular statements accompanying it.

The accompanying tabular statement, indicating the schools, population, and wealth of the different Indian tribes which are in direct connexion with the government, comprises all the information received at this office relating thereto.

Respectfully submitted.

WILLIAM P. DOLE,
Commissioner.

Hon. CALEB B. SMITH,
Secretary of the Interior.

REPORT

OF

THE COMMISSIONER OF PENSIONS.

PENSION OFFICE, *November* 15, 1862.

SIR: The following report of the transactions of this bureau during the past year is respectfully submitted.

ARMY PENSIONS.

The number of original applications for army invalid pensions granted during the year ending June 30, 1862, was 335. There were 33 of the same class whose pensions were increased. The whole number of army invalids on the pension roll at the close of the fiscal year was (in the loyal States) 3,878. The yearly amount required to pay these pensions is $349,026 50. The aggregate sum actually paid to army invalid pensioners during the year ending June 30, 1862, was $299,830 53. The number of army invalids enrolled on the pension list in the disloyal States is 848, calling for an annual aggregate of $71,811. The total amount of invalid pensions paid in these States in 1861, according to accounts rendered, was $1,376 95.

The whole number of original applications in behalf of revolutionary soldiers admitted during the year ending June 30, 1862, was six. There were eight of this class whose pensions were increased. The aggregate number of revolutionary soldiers whose names were on the pension list in the loyal States at the above date was 30, with a total annual payment of $1,760 87. The amount paid during the year, including all arrears, and also the expenses of the several pension agencies chargeable to the revolutionary appropriation, was $36,661 07. Of the whole number of revolutionary soldiers on the pension list at the close of the previous fiscal year, nineteen, or nearly two-fifths of all in the loyal States, had died before the 30th of June last. The number on the pension rolls of the disloyal States, making no deduction for deaths, (as none had been reported,) was 14. The annual amount of their pensions would be only $734 81. The accounts rendered of payments to them in 1861 show a total of $77 16. Of the surviving revolutionary soldiers drawing pensions in the loyal States, 9 are in New York, 5 in Maine, 3 in Massachusetts, 3 in Ohio, 2 in Michigan, 1 in New Hampshire, 1 in Vermont, 1 in Connecticut, 1 in Kentucky, 1 in Indiana, 1 in Missouri, 1 in Virginia, (Western,) and 1 in Wisconsin.

Original applications of widows of revolutionary soldiers, to the number of 25, were admitted during the year. The pensions of eight were increased. There were at the close of the year 1,850 pensioners of this class on the rolls of the loyal States, and the yearly aggregate of their pensions is $146,609 19. The amount actually paid them during the year, including arrears, was $188,594 55. Of this class of pensioners there were, at the last reports, 538 on the rolls of the disloyal States, with a yearly amount of pensions equal to $38,834 17. Accounts have been rendered of payments to these pensioners, in the early part of the year 1861, to the amount of $230 28.

The number of original applications under the acts granting half pay to widows and orphans of officers and soldiers of the army admitted during the year was 153. The number whose pensions were increased was 68. There were of this class on the pension list in the loyal States, on the 30th of June

last, 1,485. The aggregate amount of their pensions is $129,384. The whole sum paid them during the year was $148,334 86.

The number of widows and orphans on the army pension rolls in the disloyal States, at the date of the last reports made, was 593, and the yearly aggregate of their pensions $40,776. The amount paid them in 1861, so far as reported, was $1,008 20.

NAVY PENSIONS.

The number of original applications for navy invalid pensions granted during the year was 78. The whole number of widows' applications for navy half pay, admitted during the same period, was 49. No pension of either class has been increased.

The total number of navy pensioners in the loyal States at the close of the year was 916. The yearly amount of their pensions is $125,931 15. The sum paid to these pensioners during the year was $108,740 40. There were, at the date of the last reports made to this office, 80 navy pensioners on the rolls in the disloyal States, with an annual aggregate of $16,209. The accounts rendered of payments to these pensioners in 1861 show that they have received the sum of $5,530 76 out of moneys in the hands of agents in the disloyal States supplied during the previous fiscal year.

GRAND TOTAL.

The whole number of pensioners of every kind in the loyal States on the 30th of June, 1862, was 8,159. The annual amount payable to these pensioners is $752,711 71. The total amount actually paid during the year, including arrears and expenses of agencies, was $782,161 41.

In the disloyal States there were 2,073 pensioners, as appears from the latest reports, calling for a yearly amount of $168,364 98. The total amount of payments in these States in 1861, as accounted for, was $8,223 35.

FUNDS AT PENSION AGENCIES.

The aggregate amount of funds in the hands of the pension agents in the loyal States at the close of the fiscal year was $150,802 76. At the same date there remained unaccounted for in the hands of pension agents in the disloyal States the total sum of $23,627 56. This balance, however, is presumed to have been mostly paid over to pensioners in those States, in a lawful manner, before the actual commencement of rebel hostilities. Since my last annual report several important points at which pension agencies had been located have been taken possession of by our armed forces, and I have secured in these instances, so far as possible, a settlement of the accounts of the agencies in question. From the agencies at Nashville, Tennessee, Norfolk, Virginia, and New Orleans, Lousiana, the total amount of $15,535 29 has been adjusted by the transmission of vouchers showing legal and proper payments, or by refunding. Having taken measures to secure a like settlement at Pensacola, Florida, I learned that the agent there, and one of his sureties, had left the place, the former taking with him all the books and papers of the agency. I was about instituting proceedings to close up the accounts of the agencies at Jacksonville, Florida, and Jackson, Tennessee, when a change in the state of military affairs in those districts prevented further action. From intelligence received previously to the final outbreak of hostilities, and from the known condition of the several agencies, it is believed that the only real delinquencies of any considerable amount in the disloyal States will bewithin the following estimates: Alabama, $5,000; Arkansas, $3,600; Virginia, $1,000; Tennessee, $700; North Carolina, $500; total, $10,800. Whether any part of this amount may be recovered, in restoring the supremacy of the Constitution and the laws in those States, remains to be seen.

COMPARISON WITH THE PREVIOUS YEAR.

A comparison of the foregoing statistics with those of my last annual report gives the following results:

	1861.	1862.	Decrease.
Whole number of pensions	10,709	10,232	477
Total yearly amount	$957,772 08	$921,076 69	$36,705 39
Aggregate payments	1,072,461 55	790,384 76	282,077 79

STATISTICAL TABLES.

I transmit herewith, as part of my report, sundry tabular statements, exhibiting more in detail the affairs embraced in the preceding abstract. The table marked A shows, by States, the number of original applications for army pensions of the several classes admitted during the year, and the annual amount of the same, together with the number of army pensions increased. That marked B gives, in like manner, the amount of arrearages of army pensions admitted, payable at the date of issuing the pension certificates. Table C exhibits the amounts paid for army pensions, of each class, at the agencies in the several States, during the last fiscal year. D shows the amount of funds at the disposal of each agent for paying army pensions, June 30, 1862. E gives the number and yearly amount of army pensions on the rolls of each State at the close of the year. Table F presents similar details in regard to navy pensions.

BOUNTY LAND.

The number of bounty land warrants of the several denominations issued, and the number of acres of the public lands thus granted, during the year ending September 30, 1862, will appear in detail from the following statement:

Under the Mexican war act of February 11, 1847, there were issued—

15 warrants for 160 acres each, making	2,400	acres.
1 warrant for 40 acres	40	"
Total.. 16 warrants, granting	2,440	acres.

Under the bounty land act of September 28, 1850, there were issued—

1 warrant for 160 acres	160	acres.
2 warrants for 40 acres each, making	80	"
Total.. 3 warrants, granting	240	"

Under the bounty land act of March 3, 1855, and the supplementary act of May 14, 1856, there were issued—

1,544 warrants for 160 acres each, making	247,040	acres.
58 " 120 " "	6,960	"
14 " 80 " "	1,120	"
1 " 60 " "	60	"
Total.. 1,617 warrants, granting	255,180	"

The whole number of warrants issued during the year was 1,636, for an aggregate quantity of land equal to 257,860 acres. In this branch of the office there has been a decided diminution of business, compared with even the moderate amount of last year. From the length of time that has elapsed since the passage of the latest bounty land act, it is fair to presume that very few meritorious claims of this kind remain which have not been presented for adjudication. The number of original applications during the year have been very few, and of the cases suspended, for want of sufficient evidence to justify their allowance, it is not to be expected that any large proportion can be sustained by the required proof, hitherto unattainable. The following statement shows the relative number and amount of bounty land issues during the last two years:

	1861.	1862.	Decrease.
Whole number of warrants issued	5, 341	1, 636	3, 705
Whole number of acres granted	834, 720	257, 860	576, 860

WHOLE AMOUNT OF PENSIONS AND BOUNTY LANDS.

The whole number of acres of land granted for military and naval service, since the adoption of the Constitution, is 65,801,862. Estimated at $1 25 an acre, the aggregate value of this government bounty is $82,252,327 50. The aggregate amount of money paid by the United States government to army and navy pensioners since its organization is $90,668,521 06. Total amount in pensions and bounty land, $172,920,848 56.

THE NEW PENSION ACT.

Congress at its late session having passed a general pension act, approved by the Executive on the 14th day of July, 1862, my attention was at once directed to the preparation of forms and instructions, and to the organization of the clerical force of the office in such manner as to secure a prompt execution of the law. Liberal in its terms, and embracing every branch of the military and naval service of the United States, since March 4, 1861, a large increase of the business of this bureau has naturally resulted, with the prospect of a very material addition to the expenditures on behalf of the pension list. Two classes of pensioners, hitherto unknown in our legislation—mothers and sisters, dependent upon a deceased officer or soldier for support—are humanely provided for by this law, while the pensions to other classes, and particularly to disabled seamen of the navy, and to widows and minor children on behalf of both branches of the service, are largely increased. These facts, in addition to the consideration of the great numbers now employed in the army and navy, have led to apprehensions in some quarters of an extravagant, if not insupportable, annual burden resulting from this law, in itself certainly no more liberal than simple justice demands towards the armed defenders of the country in this day of its trial. From the outset it has been my conviction, always supposing the results of the war to be commensurate with what may reasonably be expected from the means employed, that the total annual sum required to carry out this law will in no year exceed $7,000,000. The estimates submitted for the next fiscal year, indeed, call for a somewhat larger amount; but it is to be borne in mind that, the present law dating invalid pensions from the day of the soldier's discharge, and widows' pensions from the date of their husbands' death, there will be, in the aggregate, a large amount of arrearages (in some cases a full year's pension)

to be provided for at the first payment after the certificate is issued. To meet this extraordinary demand a sufficient appropriation, over and above the annual aggregate, is believed to have been asked.

Without formally reporting details of the transactions of this office, under the new law, for the fragment of a year that has transpired, it is but just to submit a general statement, showing what number of applications have been received during more than a quarter of the current fiscal year, and how many claims have been allowed.

The whole number of applications for army invalid pensions, under the act of July 14, 1862, was, to November 15, 4,411; of this number 478 have been admitted. The whole number of applications of widows (army) under this law, to the same date, was 5,161; of mothers, 901; of minor children, 20; and of sisters, 10. Only a small portion of these applications have been returned from the Adjutant General's office, to which, after being registered, acknowledged, and briefed, they were sent for the necessary indorsement as to the service and death of the party on whose account a pension is claimed. But 125 of these claims had been admitted on the 15th instant.

In the navy branch 163 invalid applications had been filed at the above date, of which 61 were allowed, and 102 suspended or not acted on; 115 widows' applications, of which 21 were allowed; 20 applications of mothers, and 3 in behalf of minor children.

The necessary preparations having been completed, all the cases not yet disposed of will be taken up in turn and acted on with the least possible delay. It should be remembered that a considerable percentage of applications will not be found allowable on examination; it is also to be borne in mind that the total number of applications, on account of the present war, (10,804,) includes a large proportion of all the supposed cases for pension that have arisen during a period of hostilities extending over more than eighteen months. The number of soldiers discharged on a certificate of disability is by no means a measure of the number that are entitled to receive invalid pensions; the latter class, in fact, includes but a small proportion of the former. Of the thousands who die on the battle-field, or in the hospitals, it will probably be found that the larger number leave neither widows nor dependent relatives entitled to receive a pension under the late act.

PENSION EXAMINING SURGEONS.

Under the provisions of the eighth section of the pension act of July 14, 1862 it has become my duty to designate suitable physicians and surgeons to make the biennial examinations of pensioners required by an act approved March 3, 1859, and also of applicants for invalid pensions under the first-named act. In doing so regard has been had not only to the professional skill and standing of the persons selected, but also to their integrity and impartiality in rendering a just verdict on the cases coming before them. It is my confident belief that this provision of the new law will be productive of very material benefits. The evils that have arisen from the former practice of accepting the certificates of two physicians in civil life, whoever they might be, and whatever their fitness for the important work, provided they were formally certified to be respectable in their profession, have long been manifest. I am deeply conscious that the success of the arduous labors devolved upon this office by the late pension act will depend, to a great degree, on the intelligent, faithful, and cordial co-operation of the officers thus selected.

The number and locations of examining surgeons having been left to my discretion, it is proper to state that I have designed to make appointments only where the convenience of applicants seemed to require such an officer, and that it has not been thought best to appoint such examiners where the constant and

ready attention of regular army surgeons could be relied on. To these officers I have, in many cases, been under great obligations for their prompt response and faithful attention to calls of this kind, and in particular (aside from the Surgeon General of the United States army and his immediate assistants) to Dr. R. S. Satterlee, of New York city, and to Dr. George E. Cooper, of Philadelphia. The augmented duties more particularly devolved upon these several officers, and the greatly increased number of discharged soldiers applying for pensions, have seemed to render it expedient to relieve those officers, at least in part, by appointments of special examining surgeons in their respective localities.

The following list comprises the appointments which have thus far been made in the several States:

MAINE.

Ralph K. Jones	Bangor.
Alonzo Garcelon	Lewiston.
John Robbins, jr	Norridgewock.
William C. Robinson	Portland.
Theodore H. Jewett	South Berwick.
William A. Rust	South Paris.
Alden Blossom	Boothbay.

NEW HAMPSHIRE

Benjamin S. Warren	Concord.
James H. Wheeler	Dover.
William G. Perry	Exeter.
William D. Buck	Manchester.
Edward Spalding	Nashua.

VERMONT.

Hiram H. Atwater	Burlington.
Marcus O. Porter	Middlebury.
Chauncey W. Rublee	Montpelier.
Horace Powers	Morrisville.
George L. Ames	Manchester.
Cyrus Porter	Rutland.
Selim Newell	St. Johnsbury.
Samuel Nichols	Bellows Falls.

MASSACHUSETTS.

George Stevens Jones	Boston.
Foster Hooper	Fall River.
Charles L. Fisk, jr	Greenfield.
Nathan Allen	Lowell.
W. H. Burleigh	Lawrence.
Samuel A. Fisk	Northampton.
John H. Mackie	New Bedford.
Oliver S. Root	Pittsfield.
Oramel Martin	Worcester.

RHODE ISLAND.

Theo. C. Dunn	Newport.
Charles G. McKnight	Providence.

CONNECTICUT.

Robert F. Brown	Danbury.
Pinckney W. Ellsworth	Hartford.

Henry Pierpont	New Haven.
Robert McCurdy Lord	New London.

NEW YORK.

John S. Delavan	Albany.
William Noble	Albion.
Edward Hall	Auburn.
Horatio N. Loomis	Buffalo.
Horace Lathrop	Cooperstown.
Franklin Goodyear	Cortland Village.
Addison Ely	Carmel.
John K. Stanchfield	Elmira.
Morgan Snyder	Fort Plain.
Hazard A. Potter	Geneva.
William P. Townsend	Goshen.
Julius A. Skilton	Ithaca.
Abram Haun	Little Falls.
Nelson Peck	Lyons.
George F. Woodward, 16 West 23d street	New York city.
William M. Chamberlain, 116 West 34th street	New York city.
Charles C. P. Clark	Oswego.
Harvey F. Montgomery	Rochester.
Samuel O. Scudder	Rome.
John F. Trowbridge	Syracuse.
William S. Searle	Troy.
Horace B. Day	Utica.
Hiram McNutt	Warrensburg.
Edward S. Lansing	Watertown.
George B. Upham	Yonkers.

NEW JERSEY.

Silas L. Condict	Jersey City.
Zachariah Read	Mount Holly.
J. Henry Clark	Newark.
Charles Hodge, jr	Trenton.

PENNSYLVANIA.

Samuel T. Charlton	Harrisburg.
Crawford Irvin	Hollidaysburg.
John Lowman	Johnstown.
Josiah E. Stevenson	Kittaning.
A. Jackson Carpenter	Lancaster.
George McCook	Pittsburg.
Wilson Jewell, 420 N. 6th street	Philadelphia.
W. H Gillingham, 127 N. 13th street	Philadelphia.
James Cummiskey, 631 Spruce street	Philadelphia.
J. K. Lee	Philadelphia, (West)
Peter R. Wagenseller	Selin's Grove.
Charles Marr	Scranton.
Hugh Campbell	Uniontown.
Horace P Moody	Wilkesbarre.
John S. Crawford	Williamsport.
William S. Roland	York.

DELAWARE.

Isaac Jump	Dover.
James F. Wilson	Wilmington.

MARYLAND.

Thomas King Carroll	Cambridge.

VIRGINIA.

James Putney	Kanawha Saline.
John C. Hupp	Wheeling.

OHIO.

William Blackstone	Athens.
William D. Scarff	Bellefontaine.
James H. Oliver	Cincinnati.
Samuel M. Smith	Columbus.
G. C. E. Weber	Cleveland.
Jared Dunbar	Cambridge.
Lorenzo M. Whiting	Canton.
Adams Jewett	Dayton.
Thomas W. Gordon	Georgetown.
James Robertson	Hanoverton.
Francis D. Morris	Hamilton.
Philip M. Wagenhals	Lancaster.
E. C. Beckwith	Marietta.
William Loughridge	Mansfield.
B. W. Pumphrey	Mount Vernon.
William G. Smith	New Philadelphia.
William Crawford	Napoleon.
Eli Mygatt	Poland.
A. H. Agard	Sandusky.
Robert Rodgers	Springfield.
Alexander Hewetson	St. Clairsville.
W. C. Daniels	Toledo.
Joseph S. Carter	Urbana.
Leigh McClung	Xenia.

KENTUCKY.

J. J. Temple	Covington.
Thomas W. Colescott	Louisville.

INDIANA.

James F. Dodds	Bloomington.
William Dickey	Centreville.
Harvey Pettibone	Crown Point.
David H. Henry	Elkhart.
Benjamin S. Woodworth	Fort Wayne.
M. M. Latta	Goshen.
John W. Moodey	Greensburg.
George W. Mears	Indianapolis.
W. F. Collum	Jeffersonville.
Myron H. Harding	Lawrenceburg.
Thomas Chesnut	Lafayette.
Josiah G. Hendricks	Madison.
John C. Helm	Muncie.
Thomas T. Butler	Noblesville.
John H. Constant	Peru.
John W. Crooks	Rockport.

Elias Fisher	Richmond.
William A. Pugh	Rushville.
Daniel Dayton	South Bend.
George W. Clippinger	Terre Haute.
James C. Burt	Vernon.
S. C. Whiting	Vincennes.
E. S. Gales	Vevay.
William T. C. Cornett	Versailles.

ILLINOIS.

A. B. McChesney	Alton.
Eli K. Crothers	Bloomington.
Isaiah P. Lynn	Chicago.
James Bunce	Galesburg.
Henry Jones	Jacksonville.
I. M. Lewis	Marion.
D. W. Hunt	Mound City,
Edward Dickinson	Peoria.
Joseph Robbins	Quincy.
Benjamin S. Cory	Waukegan.
G. P. Wood	Washington.

MISSOURI.

James B. Colegrove	St. Louis.
Julian Bates	St. Ferdinand.

IOWA.

Preston S. Lake	Bellevue.
R. S. Lewis	Dubuque.
Isaac Windle	Des Moines.
E. S. Barrows	Davenport.
Freeman Knowles	Keokuk.
Wellington Bird	Mount Pleasant.
Charles Beardsley	Oskaloosa.

MICHIGAN.

Addison Bassett	Centreville.
Erastus R. Ellis	Grand Rapids.
Homer O. Hitchcock	Kalamazoo.
Joseph B. Hull	Lansing.

WISCONSIN.

William W. Walker	Fond du Lac.
Lyman J. Barrows	Janesville.
John Gridley	Kenosha.
Joseph Hobbins	Madison.
James Diefendorf	Milwaukee.
Philo R. Hoy	Racine.

MINNESOTA.

William A. Penniman	Minneapolis.
E. C. Cross	Rochester.
Samuel Willey	St. Paul.
John D. Ford	Winona.

KANSAS.

S. B. Prentiss ..... Lawrence.
Selden W. Jones ..... Leavenworth.
D. W. Stormont ..... Topeka.

REVOLUTIONARY ARREARS.

An act of Congress, approved April 2, 1862, limits the allowance of pension claims based upon revolutionary service to the parties who rendered the same, or to their widows, and excludes all heirs of either from any claim on their behalf to any arrears, unless the right to such pension was "established" during the lifetime of the proper claimants. In accordance with the opinion of the Attorney General, as to the proper construction of this statute, and with your order, adopting this decision in the practice of the department, all claims of this character—some of them for very large amounts—have been rejected by this office. Under the operation of this law, very few new demands will be made upon the revolutionary pension fund, and the payments of this class of claims will each year materially diminish.

PROSECUTION OF FRAUDS.

The pension act of July 14, 1862, authorized the appointment (by the Secretary of the Interior) of "a special agent for the pension office to assist in the detection of frauds against the pension laws, to cause persons committing such frauds to be prosecuted, and to discharge such other duties as the said Secretary may require him to perform." It is hoped that an appropriation to carry out this purpose (presumed to have been accidentally omitted at the late session of Congress) will early be made at the approaching session. Experience has shown the necessity of such an instrumentality, and that the government can only be protected, under the greatly increased demands now made through this office, by the prompt prosecution and punishment of the offences in question.

During the past year I have at different times detailed clerks employed in this office to the work which will devolve more exclusively upon the contemplated special agent. Their efforts have been attended with general success, and several convictions of guilty parties have been obtained. Constant vigilance has been exercised in adjudicating claims in order to prevent any improper allowances, and without undue hindrance or prejudice, as I trust, to genuine and meritorious claims. It has been my aim to detect, in advance, any intended frauds, so far as possible, and rather to enforce the statute against the attempt, than to apply the imperfect remedy usually remaining after the final consummation.

ADJUDICATION OF PENSION CLAIMS.

In this connexion it seems proper to refer to certain erroneous impressions which have prevailed in some quarters as to the existence of serious obstacles, and the interposition of needless and burdensome formalities, in the prosecution of a just claim for a pension. So far are all such representations from being correct, that I do not hesitate to say that any claimant of ordinary intelligence and education can, on applying directly to this office for forms and instructions suited to the particular case, establish his claim, and secure its prompt admission, without any other aid than that which will readily be given him by the magistrate before whom his declaration is to be executed. Nothing is required of the claimant which is not necessary and, in most instances, conveniently attainable.

The applicant for an invalid pension, for example, if a private soldier, must

(1) state, under oath, the company and regiment in which he served, and the time, place, and manner in which he incurred the disability on account of which he claims a pension; also furnishing proof, by two witnesses, that the claimant is the identical person he represents himself to be. If the papers for his discharge have been made out as required by the army regulations, this, in most cases, is all that will be needed on his part to secure the allowance of a well-founded claim. The certificate of his commanding officer, and that of the surgeon who attended him, furnishing together the best evidence as to the nature, origin, and degree of his disability, are transmitted to this office by the adjutant general, without any intervention of the applicant. But if, for any reason, these certificates are wanting, or not satisfactory, then, on a call from this office, the applicant must (2) furnish the certificate of some commissioned officer of his company, if possible, and if not, the affidavits of two non-commissioned officers or privates, who were in service with him, confirming his own allegations in regard to the time, place, and manner of incurring his disability, showing the same to have been in the service of the United States, and in the line of duty; and he must also be examined by a surgeon, authorized to make such examination, as to the nature and degree of his disability, whose certificate will be transmitted to this office. Without this amount of proof it is clear that no claim can properly be admitted. Nor is there often any difficulty in procuring such proof, in exact accordance with prescribed forms, if the case is a just and honest one.

So, too, of a widow's application for pension. A declaration setting forth the service of her deceased husband, and other requisite facts within her own immediate knowledge, as specified in the printed instructions, has only to be accompanied by proof of her identity, of her marriage, and of the death of her husband by reason of some injury or disease resulting from his service, and incurred in the line of his duty, to secure a favorable consideration of her claim. The time, place, and cause of the husband's death is usually shown by the records of the Adjutant General's office, (and obtained without any instrumentality of the applicant,) leaving for her to prove merely that she is the person she represents herself to be, and the fact of her marriage to the deceased.

One of the difficulties in the way of satisfactorily and promptly establishing a pension claim would be removed by the appointment or designation, in convenient localities throughout the country, of particular magistrates in whom entire and unhesitating confidence can be placed, before whom the declarations and other necessary papers of pension claimants shall be executed.

The rules and usages of the office, for fifty years or more, required these papers to be executed before a court of record, or before some person specially commissioned by such court for that purpose. A brief experience in so far varying these rules as to allow declarations to be taken (indiscriminately) before any person authorized to administer oaths for general purposes, has shown this practice to be an unsafe one, and has resulted in the perpetration of frauds, either by collusion between unscrupulous parties, or through the ignorance and negligence of many magistrates of an inferior grade. In consequence, this office, under your approval and direction, has returned substantially to the former usage, requiring declarations to be made before some officer of a court of record.

With the amount of business now to be transacted, however, it has not always been possible to secure the attention of judges, occupied as they are with other duties, to the performance of these additional labors. I beg leave respectfully to suggest the consideration of a suitable remedy for the evils indicated, in the hope that some provision may be made for the designation or appointment of an officer having power to administer oaths, in such localities as convenience may require, whose duty it shall be to execute the declaration and other papers necessary to be filed in prosecuting pension claims; such officer to receive a limited fee, to be paid by the claimant, and to act under such instructions as the

Secretary of the Interior, or the Commissioner of Pensions, with his approval, may prescribe.

PAYMENT OF PENSIONS.

My attention has been earnestly given to certain evils arising from the present mode of paying pensions. The process is such as to need, in most cases, the intervention of an attorney or agent in preparing the required papers, to enable the pensioner to draw the small sum, semi-annually, due him. At best these steps involve no little expense, as compared with the amount to be received, and often they have led to exorbitant charges on the part of the intermediate person. As a result of the present system, the pension certificate is often left in other hands than those of the rightful possessor, who is led to believe that the complicated formalities attending the drawing of his pension are such that the certificate can be of no use to him without the aid of its custodian, and that, too, at a cost materially reducing the semi-annual stipend intended for the pensioner's exclusive benefit. It is my belief that, even without additional legislation, a more satisfactory mode, not unlike that pursued in paying soldiers in the field, or at a military post, may be adopted, to the great relief of pensioners, as well as of disbursing agents, and equally satisfactory to the accounting officers of the Treasury Department. The subject is especially commended to your attention at this time, in order that any action of Congress deemed desirable may be suggested, as you shall think expedient. With the large number to be added to the pension list, it appears to me that some change, introducing a simpler system, is urgently demanded.

PRESENT ORGANIZATION.

The number of clerks authorized by law to be employed in this office is believed to be adequate, under suitable organization, to insure an early decision upon all claims presented, when sustained by the necessary proof. Looking forward to a greatly increased amount of business for the coming year, it is my hope and purpose that every application shall receive a fair, speedy, and impartial determination, and that the new pension act, with all others, the enforcement of which specially belongs to this bureau, shall be so executed as to render these laws as beneficent in their effect as they are in design.

I have the honor to be, very respectfully, yours,

JOSEPH H. BARRETT, *Commissioner.*

Hon. CALEB B. SMITH,
Secretary of the Interior.

REPORT

OF THE

COMMISSIONER OF PUBLIC BUILDINGS.

OFFICE OF THE COMMISSIONER OF PUBLIC BUILDINGS,
Capitol of the United States, Washington, October 29, 1862.

SIR: In conformity with the requirement of the 15th section of the act of Congress of August 4, 1854, "making appropriations for the civil and diplomatic expenses of the government for the year ending the 30th of June, 1855, and for other purposes," I have the honor to submit the following report:

To the report made by me last year, under date of November 8, 1861, there was appended a tabular statement, showing the expenditures of my immediate predecessor, W. S. Wood, esq., from the time of his appointment to the close of his official labors, and the expenditures made by me from the day I entered upon the discharge of the duties of this office, up to the 31st of October, 1861. I have prepared a tabular statement to accompany this report, showing the balances of appropriation remaining on the 1st of November, together with some appropriations for deficiencies made prior to June 1, and the money paid out, with the expenditures up to June 31, 1862, and the balances then due me by the United States, and those due from me to the United States. I have thought it best to bring this statement up to the end of the fiscal year, so that the next report of the Commissioner may embrace the next fiscal year, it having been found very inconvenient to run the statements from one year into another.

I will, however, state in this report what has been done on the several buildings, works, &c., intrusted to my immediate supervision and care, and make such suggestions as may occur to me in regard to further improvements.

THE CAPITOL.

In my annual report of last year I called attention to the fact that the old portion of the Capitol was very much in want of a thorough painting on the outside, and recommended an appropriation of eight thousand dollars, based on an estimate made by Mr. James Galway, a master painter, which was submitted with my report. The appropriation was made and the building has been painted for the sum appropriated in a very thorough and workmanlike manner.

The interior of the building was then in great need of casual repairs on the inside, in consequence of its occupancy by troops, and by the military generally, the preceding spring. An appropriation of three thousand two hundred dollars was made, which was expended in repairing, cleaning, and painting, and it was then supposed that, with the ordinary appropriation, the Capitol could be kept in proper order; but, on the 31st day of August last, I received an order, of which the following is a copy:

"HEADQUARTERS MILITARY DISTRICT OF WASHINGTON,
"*Washington, D. C., August* 31, 1862.

"*Special orders, No.* 177.—*Extract.*

"1. The following buildings and premises will be taken possession of forthwith for hospital purposes, viz:

"The Capitol.

* * * * * * * *

"By command of Brigadier General Wadsworth.

"JOHN P. SHERBURNE,
"*Assistant Adjutant General.*

"Mr. FRENCH, *Commissioner of Public Buildings.*"

In conformity with this order the Capitol was taken military possession of, fifteen hundred beds were placed in it, occupying nearly all parts of it, and there were, in September, between eleven and twelve hundred sick and wounded soldiers in the building. Sentinels were stationed at every door, and the entire building became so obnoxions to the senses that the regular civil employés in the building were very much annoyed, and some of them were obliged to leave the building. The Capitol was thus occupied until about the middle of October, when the patients were removed. It then became necessary again to go over the entire building and cleanse it as thoroughly as possible. In consequence of this necessity, and of the vast increase of visitors, I have added to the ordinary appropriation for casual repairs, &c., the sum of two thousand dollars, which I hope may be granted.

The army bakeries, referred to in my last report, and ordered by Congress to be removed, were, after considerable correspondence, finally removed, by the military authorities, by special order of the President, in October, and I am now exerting all possible energy to have the *wreck of rooms* occupied by them restored to order and made habitable by the time Congress assembles.

It is hoped that the Capitol may hereafter be left to its legitimate uses, and not be defaced and disfigured by military occupation.

THE PRESIDENT'S HOUSE.

I stated in my last report that on entering on the duties of this office in September, 1861, I found the appropriation for annual repairs, &c., of the President's House entirely expended and a considerable debt incurred. I asked for the usual annual appropriation of $6,000, and estimated for sundry deficiencies. Congress appropriated only $5,000, instead of the sum asked. They appropriated to meet the deficiencies, and they have been met, *so far as the appropriations made would meet them.*

I also reported that the house was in excellent order, and I supposed it was, as the Potomac water had just been introduced, and everything was reported to me as right, and, so far as I could see, all was in as good order as could be desired. But, in the course of the winter and spring, it was found that the water arrangements were defective, and it became necessary to repair and rearrange them to make the house comfortable to the inmates. It being *a necessity*, I had it done at considerable expense. Expenditures at that place were so pressed upon me that the appropriation of $5,000 was exhausted several months ago, and I have been compelled to do work there on credit, or have the family actually suffer for want of the common comforts of life.

I hope that Congress will appropriate the sum for which I have estimated this year, viz: $6,000, and also for the actual deficiency of $1,000, arising in consequence of the short appropriation last year.

THE POTOMAC AND EASTERN BRANCH BRIDGES AND ROADS APPURTENANT THERETO.

There is now no one thing under the supervision of the Commissioner of Public Buildings that so much requires the earnest attention of Congress as the Potomac or Long Bridge. For more than a year past, this structure has been undergoing almost constant repairs under the supervision of the War Department, which has assumed the control of it *as a military necessity.* It is a miserable weak structure at the best, and having within the year past been converted into a railroad bridge, the common travel over it has been considerably restricted. It is now dangerous to travellers as a common thoroughfare, in consequence of its occupancy by a railroad, and it is dangerous in itself, as being too weak for a railroad bridge. It is liable, as experience has shown, to be broken down at any moment.

A proposition was made at the last session of Congress by the Alexandria, Washington, and Georgetown Railroad Company, who own the franchise of the road at each end, with said bridge to erect an additional bridge alongside of the present structure, to be exclusively used for a railroad track, thus removing the track from the present bridge, and adding to it much strength to resist the winter and spring freshets, by which it has so often been damaged, and in consequence of which the navigation of the river and the travel across the bridge have been interrupted. A bill passed the House of Representatives granting the right to that company for which they asked, but the Senate did not act upon it. It was regarded by me as a most favorable proposition, and I urged its passage. There is no doubt that something should be done to insure the safe crossing of the Potomac between Washington and the Virginia shore *at all times,* it being, perhaps, the most important thoroughfare between the east and west banks of the Potomac in existence, and one growing in importance daily. As this bridge is placed by law under the supervision and care of the Commissioner of Public Buildings, I shall, I trust, be excused for thus urging the attention of Congress to it.

The bridges across the Eastern Branch have been kept in repair. The upper bridge has needed but little, but the Navy Yard bridge has been badly injured twice during the past summer by the collision of vessels belonging to the government with it, and it has required considerable repair. In my estimates I have asked for appropriations to erect a wing wall deemed important for the security of the Navy Yard bridge, and also for one for the repair of the keeper's house, which is now in a very dilapidated condition, in consequence of the occupancy of it by soldiers, placed there to guard the bridge.

One of the roads appurtenant to the Navy Yard bridge has been thoroughly repaired, and is now in as good condition as any road in the District. It was supposed the appropriation of $10,000 made at the extra session of the 37th Congress would be sufficient to repair both the roads belonging to the United States, but, in consequence of the constant passing over the road on which repairs had been commenced by long trains of army wagons, it was so cut to pieces that it required the balance of the appropriation, which I intended to use on the other road, to repair the damage. I have therefore asked for a further appropriation to enable me to complete the repairs of the important road leading to the Insane Asylum, now in constant use by the government.

PENNSYLVANIA AVENUE.

This grand thoroughfare has been very much improved during the past year by the expenditure of the money appropriated by Congress for its improvement. I have caused it to be expended as judiciously as possible all along the road, from Georgetown to its intersection with 12th street east. Congress, at its last

session, chartered the Washington and Georgetown Railroad Company, and bound the company to keep their tracks, and for the space of two feet beyond the outer rail thereof, and also the space between the tracks, at all times well paved and in good order without expense to the United States. The company has laid its tracks along Pennsylvania avenue in a faithful and workmanlike manner. They occupy fourteen feet one inch from outside to outside, and the addition of the two feet on each side makes the space to be kept in repair by the railroad company eighteen feet one inch. The building of this road has relieved the avenue of the immense wear and tear consequent upon its constant use by a line of omnibuses, and were the carriage way put in complete order, it would require but trifling expenditure for several years to keep it so. As it now is it will require continual patching, and cannot be made a first rate road even at that, while the expense, for a series of years, will be more than would a single outlay of a considerable sum to put the whole road in good order at once.

In my report of last year I called attention to a specimen of Belgian pavement laid down at the intersection of Seventh street with the avenue. That pavement was laid down several years ago, and is now in every respect in as good order as it was on the day it was finished. There can he no doubt that were Pennsylvania avenue paved throughout with that material, and in the manner it is there laid down, it would hardly require repairs for a long series of years. My own opinion is that it would last out many generations of mankind. As I said last year, "the expense would be large at the beginning, but in view of the permanence of the material it would, in the end, be a matter of great economy."

The road across Rock creek has been built within the past year on the aqueduct pipes which span the ravine, and has been for some time passable for the railroad cars and for common travel. It is a very great improvement, and renders the travel between the two District cities much more pleasant than formerly.

THE WASHINGTON INFIRMARY.

The walls of the burnt building on Judiciary square were, under a joint resolution of Congress, approved January 18, 1862, sold at public auction, and removed by the purchasers. The ruins were sold for $1,066 42, which sum, except a balance of $95, was expended in taking care of the property prior to its sale and in sundry improvements contemplated by the resolution itself. The accounts for which have all been submitted to the Treasury and adjusted.

PAUPER PATIENTS.

In consequence of the destruction of the Infirmary, where, by law, pauper patients entitled to the charity so liberally bestowed by Congress were authorized to be sent by the Commissioner of Public Buildings, it became necessary to select some other place, and a clause in the appropriation act of March 1, 1862, making the appropriation, provides that the Commissioner shall select the medical institution to which they are to be sent. In conformity with this law I selected the Douglas Hospital, to which I have sent more than one hundred pauper patients since the passage of that law, where they have been carefully nursed and attended to in a manner entirely satisfactory. There is probably no charity appropriated by Congress where so small an amount of money relieves or alleviates so much suffering. If a thousand blessings invoked upon the donors from the Great Giver of All Good can be of any avail, then are they blessed.

A NEW JAIL AND EXTENSION OF THE COURT-HOUSE.

In my report of last year I called attention, as emphatically as possible, to the great importance of the erection of a new jail, and the extension of the court-house, in the City Hall, belonging to the United States. I quoted at much length from a report of one of my predecessors, John B. Blake, esq., who had ably urged the attention of Congress to the importance of the subject. I can now only refer to that report and add that each year gives additional evidence of the necessity of having a new jail. The plans and estimates of accomplished architects have been submitted to Congress, and in my regular annual estimates I have brought the subject again to the attention of Congress.

Another very strong inducement for the erection of a new jail at this time exists in the fact that the penitentiary in this District has been taken military possession of recently as a necessity, and all the prisoners therein confined have been transferred to a prison in New York. It can hardly be possible that this District, with its increasing population, and under all the circumstances now surrounding it, increasing the tendency to crime, can be left for any length of time without a penitentiary, and by erecting a penitentiary and jail at the same time, and in connexion with each other, there will be great economy and convenience compared with what it would cost to erect them either separately or at different times. It is hoped that this suggestion will at least have due consideration.

A NEW ROAD TO THE INSANE ASYLUM.

In my report of last year I took occasion to suggest some ideas in favor of a new road to the Insane Asylum. I respectfully call attention to the subject again. Since my last report that asylum has become of vastly more importance to the government than it was before, in consequence of a large portion of it having been devoted to hospital purposes. Officers and soldiers of our army, from the general to the private, have been there cordially received and nursed and taken care of in a manner reflecting the highest credit upon the humanity and medical and surgical capacity of the accomplished gentleman who has it in charge, and his assistants.

Quoting from my report of last year, I will leave the matter, with the expression of a hope that Congress will give it a favorable consideration:

"In my personal supervision of the repair of the roads appurtenant to the Navy Yard bridge, my attention was called to that portion of the road from the bridge to the Insane Asylum, which is beyond the terminus of the road legitimately under the supervision of the Commissioner of Public Buildings. That road is very hilly, and the approach to the asylum is tedious and difficult. By making a new road on the hill-side, the distance may be considerably shortened, and the road be so constructed as to present a gradual inclination from the point where it leaves the present road to the asylum gate, an inclination up which there will be no difficulty in hauling a load that it would be impossible to surmount the present steep hill with without more than doubling the ascending power used on the new road.

"The Insane Asylum is now one of the most imposing buildings belonging to the government. It has been built at a large expense, although, considering its vastness, and appropriate, thorough, and elegant finish, with more economy than any other public building in the District. It is alike honorable and creditable to the generosity and sympathy for suffering humanity of an enlightened and paternal government. The nation has done an admirable deed in erecting it. It is daily growing in importance, and communication with it will soon be, if it is not now, constant. To make that communication as easy as possible the

approaches to it should be placed in the best possible condition, and this can be done at a comparatively trifling expense.

"I submit herewith a survey of the road as it now is, with one of the contemplated new road, with an estimate of the cost of making it, and hope Congress may be induced to add this much to the noble charity they have already given."

THE PATENT OFFICE BUILDING.

An appropriation of $15,000 was made last March (see Laws, vol. 12, p. 368) "for completing the work on the Patent Office building, so far as to preserve the materials already prepared." About $9,500 of this sum has already been judiciously expended, and the remainder will be expended during the year. Sixty thousand dollars will be amply sufficient to complete the building according to the plan of the architect. This sum I have estimated for in my annual estimates, and I hope it may have the favorable consideration of Congress. The Patent Office building is among the noblest and most imposing specimens of architecture in the city of Washington. Three sides of the building are already finished, with their porticos; that on the south front being an exact copy of the Parthenon at Athens, and those on the east and west being faithful representations of the porticos of the temple of Theseus. It is therefore very desirable that the portico on the fourth side should be completed, which will finish the building.

THE WASHINGTON CANAL.

In my last report I alluded to the very filthy condition of the Washington canal, and made some suggestions as to the best method, in my judgment, of improving it. Nothing has been done, and the offensive condition of the canal is by no means improved with the year that has since passed away. Referring to my report of last year, and expressing an ardent hope that Congress will take the matter into consideration, I leave it.

THE EXTENSION OF THE CAPITOL GROUNDS.

I last year called special attention to the extension of the grounds around the Capitol. Congress having taken no definite action on that subject, I consider it of sufficient importance to be again mentioned in this report. All I can add to what I last year said is, that the reasons then given are as strong, and I believe of more strength now than they were one year ago. They are as follows:

"This is a subject of great importance, both to the government and the individuals who own the grounds proposed to be purchased. It is evident to every one that, when the extension of the Capitol is completed, the present grounds on the north and south must be enlarged. Many propositions of enlargement have been made, and in June, 1860, a section was added to the civil appropriation act, authorizing the ascertainment of the cash value of certain described real estate, being that which it was considered absolutely necessary to include in the Capitol grounds. Nine citizens were appointed to appraise the cash value of the real estate described, and after a careful investigation of the whole matter, the Commissioner reported the aggregate value of all the property described as $417,594 90. The district attorney, to whom the subject was referred, in his report to Congress, in February last, says:

"'It may not be considered inappropriate to say that very many of the parties interested consider that they are justly entitled to a settlement of this matter at this session of Congress, as it has been in suspense many years. They complain that they cannot rent their property for any fixed considerable period of time, and that they feel unwilling to improve vacant ground or add to present improvements in this state of uncertainty as to when the government may think

proper to take it, and at what price.'—(Senate Mis. Doc. No. 17, 36th Cong., 2d session.)

"There is one view of this matter worthy of consideration at the present time. It is well known that the government now holds much private property under lease, or agreement, for army uses, for which it is paying high rents. If the present unfortunate war continues, many more private buildings must necessarily be occupied. The real estate which the government proposes to purchase for the extension of the Capitol grounds has upon it quite a large number of substantial brick buildings that would make excellent hospitals or quarters for troops, and were they now in the possession of the government much of the enormous rent now paid would be saved by the use of these buildings. I know of at least thirty buildings on the appraised property suitable for the purposes mentioned that would, in ordinary times, rent for the interest on the sum at which the entire property is appraised, and I will venture to say that the government could not, at this moment, obtain equal accommodations for twice that sum. If I am correct in this opinion, certainly a wiser investment of so much could not be made at the present time. If it is conceded that the government must at some time become possessed of the property, now is the time to purchase it, for it never can be purchased cheaper, and it never can be used more advantageously; and there is no doubt that the owners would be glad to take government securities, on any time that the United States might please to fix, in payment."

CONCLUSION.

I have, I believe, brought attention to everything within my official jurisdiction worthy of the special attention of Congress, and now respectfully submit the same.

B. B. FRENCH,
Commissioner of Public Buildings.

Hon. CALEB B. SMITH,
Secretary of the Interior.

Statement of the receipts and expenditures under the direction of the Commissioner of Public Buildings, from November 1, 1861, *to June* 30, 1862.

Heads of appropriations.	Balances of appropriations.	Expenditures from November 1, 1861, to June 30, 1862.	Balances due Commissioner of Public Buildings.	Balances due the United States.
Clerk to the Commissioner of Public Buildings	$801 66	$800 00		$1 66
Messenger to the Commissioner of Public Buildings	666 67	666 67		
Laborer in charge of the water-closets	292 00	292 00		
Public gardener	960 00	960 00		
Doorkeeper at the President's House	400 00	400 00		
Assistant doorkeeper at the President's House	400 00	400 00		
Two night watchmen at the President's House	800 00	800 00		
Furnace keeper at the President's House	400 00	400 00		
Keeper of the western gate, Capitol	584 90	584 00		90
Two day watchmen, Capitol	800 00	800 00		
Night watchman, public stables	400 00	400 00		
Twenty-two laborers on the public grounds	8,800 03	8,800 00		3
Drawkeepers at the Potomac bridge	2,232 80	2,216 00		16 80
Drawkeepers at the Eastern Branch bridge	820 00	803 05		16 95
Washington Infirmary	4,045 18	2,699 18		1,346 00
Manure for the public grounds	630 03	631 62	$1 59	
Hire of carts on the public grounds	683 25	876 94	193 69	
Purchase and repair of tools, &c.	402 58	378 78		23 80
Trees and tree boxes, &c	3,092 42	3,410 29		317 87
Watchman, reservation No. 2	400 00	400 00		
Annual repairs of the Capitol	12,000 00	8,996 20		3,003 80
Annual repairs of the President's House	5,000 00	6,261 23	1,261 23	
Grading and gravelling B street south	1,045 85	1,045 80		5
Grounds south of the President's House	3,000 00	2,029 52		970 48
Lighting the President's House, Capitol, &c	42,000 00	41,484 28		515 72
Fuel (in part) for the President's House	1,351 85	1,359 54	7 69	
Repairs of furnaces under Senate Chamber, &c.	197 05			
Repairs of water pipes	680 68	618 50		62 18
City lots	2,475 00	1,216 58		1,258 42
Contingent expenses	109 24	195 00	86 46	
Refurnishing President's House	164 50	164 50		
For constructing the cellar of the north front of Post Office building and north front of Patent Office building	773 91	773 68		23
East wing of Patent Office building	79 39	79 39		
West wing of Patent Office building	637 22	637 22		
Repairs of the Potomac, Navy Yard, and Upper bridges, &c.	7,140 06	7,747 18	607 12	
Reservation No. 2 and Lafayette square	1,686 40	729 30		957 10
Repairs of Pennsylvania avenue	2,085 22	2,300 51	215 29	
Coal and fireman for furnaces, &c.	1,362 30	1,334 85		27 45
Converting old Senate chamber into a court-room	1,232 38	1,341 28	108 90	
Fitting up rooms in the centre building of the Capitol, &c.	179 69	179 69		
Repairs of present Long Bridge across the Potomac	20,000 00	20,000 00		
Introducing Potomac water into the President's House	4,420 00	4,380 15		39 85
For the sale of the ruins of the Washington Infirmary	1,066 42	987 23		79 19
For the illumination of the public buildings	1,000 00	1,000 00		
Deficiency on account of papering and painting the President's House in the autumn of 1861	4,500 00	4,500 00		
Painting the interior of the Capitol	3,200 00	3,200 00		
Removal of old furnaces under the Library of Congress	325 00	325 00		
To pay T. & P. Berry 5 per cent. on $8,758 10	437 94	437 94		
To pay the bill of W. H. Carryl & Bro.	6,858 80	6,858 80		
Cleaning out sewer traps on Pennsylvania avenue	552 98	258 00		294 98
Repairs of fences around the Smithsonian grounds	476 50	474 00		2 50
Removal of snow	281 97	140 80		141 17
Deficiency for keeping three furnaces nine months under the old hall of the House of Representatives	400 00	400 00		
To pay P. & T Berry for granite work, north front of Post Office building	7,093 13	7,093 13		
To replace the thin glass in the roof of the Library of Congress with glass of a proper thickness, &c.	900 00	899 86		14
For completing the work on the Patent Office building, so far as to preserve the materials, &c.	6,000 00	4,026 13		1,973 87

REPORT

OF THE

ARCHITECT OF THE CAPITOL EXTENSION.

ARCHITECT'S OFFICE, UNITED STATES CAPITOL,
Washington, D. C., November 1, 1862.

SIR: I have the honor to lay before you the following report of the state and progress of the works of the United States Capitol extension and the new dome during the past year:

These works were suspended on the 15th of May, 1861, by order of the Secretary of War, under whose jurisdiction they were then being prosecuted. On the 16th of April, 1862, a joint resolution of Congress was approved by the President, transferring the control of them to the Department of the Interior; and on the 30th of the same month the work was resumed under the limitations and conditions of the said resolution of transfer, of which the following is a copy:

"*Be it resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the supervision of the Capitol extension and the erection of the new dome be, and the same is hereby, transferred from the War Department to the Department of the Interior. And all unexpended money which has been heretofore appropriated, and all money which may be hereafter appropriated for either of the improvements heretofore mentioned, shall be expended under the direction and supervision of the Secretary of the Interior: *Provided,* That no money heretofore appropriated shall be expended upon the Capitol until authorized by Congress, except so much as is necessary to protect the building from injury by the elements and to complete the dome. Approved April 16, 1862."

My instructions from the department, in view of the foregoing resolution, were to prosecute the work on the two eastern entrances of the Capitol extension, for the purpose of affording, at as early a day as possible, permanent protection to the eastern front, and the extensive foundations that had been previously laid for the steps and cheek blocks; to finish the colonnades of the connecting corridors, so as to admit of the completion of the roof and gutters of the same, and thus remove a prolific source of deterioration to the building; to afford such temporary protection to the upper surfaces of all the exposed walls as might be found necessary, in view of the length of time that will unavoidably elapse before the work can be completed; to finish the granite steps of the basement; and to proceed with the construction of the new dome as rapidly as might be consistent with a proper execution of the work.

The following exhibits the progress that has been made in accordance with these instructions:

THE CAPITOL EXTENSION.

The *five* monolithic columns which remained to complete the colonnades of the connecting corridors have been set; the entablatures and marble ceilings of the two colonnades on the eastern front have been finished, and those on the

western front are so far advanced as to lead me to hope that they may be completed and the roof laid over them before the close of the season.

The delay in this portion of the work has been occasioned by the want of some of the ceiling pieces which were not quarried at the time the order was given to resume operations, and which it has been found impracticable to obtain as rapidly as they were required.

It should be remarked that the suspension of the work at the breaking out of the rebellion caused a total suspension of operations at the quarries; it was therefore a work of time to reorganize the forces and to get the quarries in proper working order. Much delay has also been caused by the scarcity of such vessels as are adapted to convey the marble from the depot at Bridgeport, Connecticut, to Washington, the most of these vessels being directly or indirectly in the employ of government. The contractors have now, however, overcome these difficulties, and the delivery of the marble hereafter will no doubt be quite up to our requirements. A very large cargo is now being unloaded at the wharf in Washington, another cargo is hourly expected, and a third is now being shipped at Bridgeport, all containing blocks which are most needed for the portions of the work now in progress.

The steps, cheek blocks, and carriage ways of the two eastern entrances are more than half completed, and a large quantity of marble is wrought for the remainder. In these portions of the work 2,151 lineal feet of steps and platforms have been set, and in the cheek blocks and carriage ways about 16,500 cubic feet of marble, all of which has been done in the most accurate and workmanlike manner.

The granite steps of the western arcades have all been permanently laid since the resumption of the work, and the flagging for the terraces over the vaults between the old and the new buildings is in progress.

The process of cleaning the exterior marble work has been commenced, and it is found that the portions of the building which were first constructed are entirely free from stains and defacement, and are as pure and beautiful as when they came from the hands of the workmen. The stains which marred the appearance of some of the stones shortly after they were laid have all bleached out, and it can scarcely be doubted that every block of marble in the building would have eventually been free from discoloration had not the use of asphaltum been subsequently resorted to. All the stones that were laid during the later years of the progress of the work were thickly coated on their backs and beds with that substance, and it is to be feared that a permanent discoloration will be the result. Besides the staining of the surface, the asphaltum is found to exude from many of the joints, all of which will, however, be cleaned off and securely calked, and it is probable that in a few years the asphaltum will harden and this cause of defacement be thus abated. It is greatly to be regretted that such a substance should have been so lavishly used in a white marble building, and it is proper for me to say that its application to the marble of the Capitol extension never met my approbation, and that its use has been entirely abandoned since the resumption of the work.

The stones which were defaced and mutilated during the suspension of the work by evil-disposed persons or by accident are being repaired by days' workmen. The cost of these repairs, to October 31, 1862, amounts to $770.

The top of the walls, which remain exposed to the weather, have been covered with tin, laid on a sheathing of rough boards, and such conductors and gutters have been made as were found to be necessary to prevent any further deterioration of the building, or defacement of the interior stucco embellishments, until the porticos can be constructed and the roof properly finished. This temporary roofing has cost $621 75.

Nothing has been done during the past year towards the completion of the interior of the building, except the prosecution of the painting on the wall of the

western stairway of the south wing, entitled "Western Emigration," by Mr. E. Leutze. The proviso attached to the law transferring the works of the Capitol extension and new dome to the Department of the Interior arrested the execution of this picture; but it was afterwards authorized by a law of Congress, approved July 5, 1862, and it is now completed, with the exception of an elaborate pictorial border which surrounds it. This will be finished and the scaffolding removed during the present month. The cost of this painting will be $20,000, of which $11,000 have already been paid.

The picture of the "Storming of Chepultepec," painted on canvas, by Mr. James Walker, and intended for the room of the Committee on Military Affairs of the House of Representatives, was finished and ready for delivery at the time of the suspension of the work, and $2,120 had previously been paid upon it by the government. It has since been delivered, and Mr. Walker has been paid the balance of his claim. The whole cost of the picture was $6,000.

At the last advices from Rome the plaster models for the bronze *valves* of one of the eastern front doors were completed; but the models for the *valves* of the other door had not been commenced, nor had anything been done in reference to them beyond the studies and sketches which were completed before the death of Mr. Crawford. An agreement exists with Mr. F. Von Muller, at Munich, to cast these *valves*, in bronze, for $10,500; but none of the models have been forwarded to the foundery, and no payment has yet been made by the government on account of them.

The bronze door ordered of Mr. Randolph Rogers was completed more than a year ago, and remains at Munich, awaiting the orders of the government. The sum of $16,429 has been paid on account of it, and it will require about $12,000 to pay the balance due upon it, including interest, storage, and other expenses, to this date.

This door is composed entirely of bronze, back and front, and is said to be the only work of the kind in the world which is thus constructed; its weight is 20,000 pounds. The leading subject of its embellishments is the history of Columbus. It has two valves, with four panels in each valve, and one semicircular panel over the transom. The first panel (beginning at the bottom of the left hand valve) contains a scene representing Columbus before the council of Salamanca; the second panel, his leaving the convent of La Rabida; the third panel, his audience before Ferdinand and Isabella; the fourth panel, his departure from Palos; the semicircular panel over the transom represents his first landing at San Salvador; the fifth panel, his first encounter with the Indians on the Island of Hispaniola; the sixth panel, his triumphal entry into Barcelona; the scene in the seventh panel represents him a prisoner in chains about to be sent back to Spain; and the eighth panel contains a scene representing his death. There are sixteen small niches in the border or frame around the door, in which are sixteen statuettes representing distinguished contemporaries of Columbus, and between the panels are heads representing historians who have written on his voyages from his own time down to the present day, ending with Irving and Prescott. Crowning the door is a bust of Columbus. The ornaments are chiefly emblematic of conquest and navigation.

This door was originally intended to be put up between the old Hall of Representatives and the corridor leading to the south wing. My own opinion is, that this would not be a suitable place for it, as there is nothing in the location that requires such a door, nor is there any reason why an opening so entirely subordinate and unimportant in the design of the building should be embellished with so magnificent and expensive a work of art. The door which closes this opening should correspond with the main entrance door of the present Hall of Representatives which stands opposite to it. Besides, were Mr. Rogers's door put up in this passage it could never be seen to any advantage; it would stand in the common thoroughfare through the building, and, consequently, it could

never remain closed during the sessions of Congress; its valves would necessarily be always folded back into the jambs, thus sacrificing the whole effect of the composition. In view of these considerations, I respectfully recommend that this door be placed in the eastern front of the centre building, and be made to constitute the principal entrance to the Capitol. In this situation its elaborate decorations would be seen to advantage, having the full benefit of light and shade, and there would be nothing to prevent its occasionally remaining closed.

Elaborate decorations have been commenced and left in an unfinished state in the anteroom of the Senate, in the Senate post office, in the room occupied by the sergeant-at-arms of the Senate, and in the post office of the House of Representatives. These portions of the building have consequently a very unsightly appearance. I would, therefore, respectfully suggest that the decorations which have thus been commenced be completed, with such modifications in the original designs as may be consistent with what has already been executed.

I do not consider it necessary or expedient at the present time to commence the decorations of the walls and ceilings of any of the rooms or passages that are not already in progress. These may be deferred to more peaceful times. My only desire is, in reference to the decorative painting, to complete that which has been begun, and to repair that which has been defaced.

There are now on the grounds of the Capitol, and on the surrounding streets and avenues, 1,160 blocks of unwrought marble, containing in the aggregate about 70,000 cubic feet, which have been inspected and approved for the several parts of the work, each piece having been quarried for a specific place in the building. These have all been paid for by the government.

There are also 613 blocks of marble, containing in the aggregate 41,620 cubic feet, which have been found, upon inspection, to be insufficient in size for the portions of the work for which they were intended, or which are in some other way partially defective. These blocks have from time to time been suspended, and remain unpaid for. A portion of them may, however, be brought into the work at reduced dimensions.

Besides these, there are 132 blocks of marble, amounting in the aggregate to 3,080 cubic feet, which have been condemned, and which should be removed from the grounds by the contractors without delay.

There are 1,012 blocks of wrought marble on the ground, amounting in the aggregate to 47,300 cubic feet, the application of which will be as follows:

For the eastern porticos	7,500	cubic feet.
For the north and south porticos	23,600	"
For the western porticos	11,500	"
For the connecting corridors	1,600	"
For the eastern steps, cheek blocks, &c	3,100	"

The marble yet required to complete the work, in addition to what has already been received, amounts to 1,100 blocks, containing in the aggregate 58,600 cubic feet. This quantity will, however, be reduced by whatever amount of suspended stone there may be now on the ground which may hereafter be applied to the work at reduced dimensions, as before stated.

Since the date of the last report *five* monolithic shafts for the columns of the eastern porticos have been delivered, making in all 29 of these shafts now on the ground and in the building, leaving 5 of the original order of 34 yet to be delivered. On the 2d of July last 26 more were ordered, by direction of the department, making in all 60 shafts for which orders have been issued, that being the number required for the two eastern porticos and the connecting corridors. There are now at the quarries in Baltimore county, Maryland, several of these monoliths, ready for delivery, but which have been detained by the continued occupation of the railroad by the government. The contractors assure me that, should they be able to obtain from the railroad company the ordinary facilities

for transportation, they will have no difficulty in filling this order by the 1st of July, 1863.

The northern, southern, and western porticos will require 40 more of these shafts, which the contractors are willing to obligate themselves to deliver by the 1st of January, 1864, provided they receive an early order for them, that they may be enabled to make preparations during the winter for more extensive operations in the quarries. As a large quantity of the marble required in these porticos is already wrought, and as no effectual and permanent protection can be afforded to the building against the action of the elements until they are constructed, I respectfully recommend that the balance of the aforesaid monolithic shafts be ordered immediately, and that the work on all the porticos be prosecuted as rapidly as possible.

There are remaining on the grounds and in the shops of the Capitol the following quantities of variegated and fancy marble, none of which will be required for the work:

Of variegated Tennessee marble, 138 blocks, containing in the aggregate 1,995 cubic feet, the cost of which was about	$11,000
Of sawed remnants of the same, about 1,105 cubic feet, the cost of which, in the rough, was about	6,000
Of Potomac marble, 15 pieces, containing in the aggregate 119 cubic feet, the cost of which was	476
Of green serpentine, called Vermont verd-antique marble, 8 02 cubic feet, and 8 column shafts, the aggregate cost of which was	5,334
Of Italian marble, in sawed remnants, about 2,600 cubic feet, the aggregate cost of which was about	7,150
Also, remnants of other fancy marbles, which have cost about	600
Making an aggregate of about	30,560

All of these marbles should be disposed of as soon as fair prices can be obtained for them, not only on account of the large sum of money that is thus withdrawn from the funds of the Capitol, but also in consideration of the deterioration they are suffering and the space they occupy on the public grounds.

The marble delivered by the contractors from the quarries at Lee, Mass., from September 30, 1861, to October 31, 1862, and which has been approved for the work, amounts to 11,914 cubic feet. There have been paid to the said contractors for marble during the same period the sum of $22,974 63.

The whole quantity of marble received and approved from the commencement of the work to October 31, 1862, with the cost of the same, is as follows:

For the exterior.

447,516¾ cubic feet, from Lee, Mass., costing	$788,705 13
29 monolithic shafts, from Baltimore county, costing	40,600 00

For the interior.

28,474 cubic feet, from Italy, costing	79,660 00
9,830 cubic feet, from Tennessee, costing	66,021 97
15,409½ cubic feet, from Lee, Mass., costing	28,716 31
22 monolithic shafts, for the south wing, costing	4,400 00
802 cubic feet of Vermont serpentine, costing	3,208 00
8 column shafts of the same, costing	2,126 00
119⅙ cubic feet of Potomac marble, costing	476 66
204¼ cubic feet of Vermont marble, costing	553 25

35⅓ cubic feet of marble, from the Levant, costing	$176 66
15,611 lineal feet of marble skirting, extending around all the halls and rooms throughout the Capitol extension, costing	14,397 07
Total	1,029,041 05

The amount paid for cutting and setting marble during the past year is $26,361 51, making the total amount paid for this branch of labor, from the beginning of the work to October 31, 1862, $1,373,749 12.

The number of bricks delivered during the year amounts to 80,667, the application of which has been chiefly to the foundations of the steps and the filling in on the top of the connecting corridors. Their aggregate cost is $685 66. The total number of bricks received at the building, from the commencement of the work to October 31, 1862, amounts to 19,403,799.

There have been received during the year 300 barrels of hydraulic cement, all of which have been applied to the work. The whole number of barrels of cement which have been used in the building, from the commencement of the work to October 31, 1862, amounts to 46,941.

The application and cost of labor on the Capitol extension, from September 30, 1861, to October 31, 1862, has been as follows:

	Days.	*Aggregate cost.*
Clerks	314	$1,227 10
Foremen	291½	1,184 38
Marble-cutters	458¼	1,131 73
Carpenters	457¾	1,022 56
Bricklayers	491¾	1,301 04
Coppersmiths	170	394 77
Plasterers	34½	76 00
Smiths	421½	890 38
Smiths' helpers	222¼	277 59
Finishers	122	344 27
Enginemen	128	306 67
Photographers	177	660 64
Teamsters	2,753¾	3,777 12
Laborers	2,305	2,926 49
Watchmen	2,585½	5,165 54
Messengers	408½	682 61
Total	11,341¼	21,369 39

Cash account of the Capitol extension.

Amount available, September 30, 1861	$356,107 24
Amount expended from September 30, 1861, to October 31, 1862,	99,099 09
Leaving, on the 31st of October, 1862, an unexpended balance of	257,008 15

All of which will be expended by the end of the present fiscal year.

An appropriation will be required for the next fiscal year of $500,000.

THE NEW DOME.

The progress of this work during the past year has been constant and satisfactory. At the time of the suspension of the work in May, 1861, the contractors had above 1,300,000 pounds of iron castings on the ground, prepared to be put in place; and although they were directed to suspend operations, and were notified that if they proceeded they would do it at their own expense and risk, they concluded to go on, at least with the putting up of the material on the ground, trusting for the future to the justice of the government. This was alike creditable to their perseverance and to their patriotism. They have thus prevented the sound of the hammer from being stopped on the national Capitol a single moment during all our civil troubles.

The principal frame of the structure is now completed, the ribs of the cupola have been put in place, and the workmen are engaged in setting the plates which constitute the outer covering, all of which will be finished before the close of the present year. This will leave nothing to be done to complete the exterior but the construction of the *tholus*, or lantern, and the placing of the ornaments on the upper windows, and around the spring of the cupola. These ornaments are now being cast.

The most of the castings for the inner dome, or ceiling of the rotunda, are made and ready for shipment. As soon as they arrive an additional gang of workmen will be forwarded from the foundery to commence putting them in place.

The present height of the iron work above the basement floor of the Capitol is 215 feet, and the height of the portion yet to be constructed, including the crowning statue, is 71 feet 3 inches.

The amount of iron which has been delivered at the work from September 30, 1861, to October 31, 1862, is 207,017 pounds; and during the same period about 1,185,000 pounds have been put up.

The total quantity of iron received from the beginning of the work to October 31, 1862, is 7,536,907 pounds, and it will require about 767,500 pounds more to complete it.

The *statue of Freedom*, which is intended as the crowning feature of the dome, is completed, and removed to the grounds east of the Capitol, where it has been placed on a temporary pedestal, in order that the public may have an opportunity to examine it before it is raised to its destined position. This statue is 19 feet 6 inches in height, and weighs 14,985 pounds. It is composed entirely of bronze, and is constructed in five sections, the weight of the heaviest of which is 4,740 pounds. When it is put in its place, the screw bolts, which now disfigure it, will be removed, and the entire statue will be washed with an acid which will cause a slight oxydation, and thus produce a rich and uniform bronze tint which will never change.

There have been expended on account of this statue the sum of $23,796 82, the details of which are as follows:

Paid T. Crawford for plaster model	$3,000 00
Paid Clark Mills for services, rent of foundery, and labor	9,800 00
Paid for labor to May 15, 1861	4,812 36
Paid for hauling	141 07
Paid Phelps, Dodge & Co. for tin	570 00
Paid the Revier Copper Company for copper	3,328 70
Paid Morgan & Rinehart for plaster	525 00
Paid John McClelland for iron castings	302 95
Paid for old scrap copper	500 00

Paid for coal, wood, nails, oil, alcohol, sand, buckets, brushes, lumber, crucibles, &c., &c.	$628 75
Paid for removing the statue from the foundery, and putting it up upon the grounds east of the Capitol	187 99
Making the total cost to this date	23,796 82

The whole amount appropriated by Congress for the dome, up to the present time, is	$700,000 00
The expenditures from the commencement of the work to October 31, 1862, amounts to	608,008 28
Leaving a balance of appropriation available at the above date of	91,991 72

All of which will be expended during the present fiscal year.

An appropriation will be required for the next fiscal year of $200,000, which will complete the work. The original estimate was $945,000 * I find, however, that by careful study in the details of the design, I have been able greatly to reduce the weight of the structure, and thus to bring the entire cost, including the expensive crowning statue, to about $900,000.

I have the honor to be, sir, with great respect, your obedient servant,

THO. U. WALTER,

Architect United States Capitol Extension, &c.

Hon. CALEB B. SMITH,

Secretary of the Interior.

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* This estimate will be found in Miscellaneous Document No. 65, House of Representatives, 34th Congress, 1st session, page 4.

REPORT

OF THE

SUPERINTENDENT OF THE WASHINGTON AQUEDUCT.

WASHINGTON AQUEDUCT OFFICE,
November 10, 1862.

SIR: I have the honor to submit the following report of operations on the Washington aqueduct during the year ending September 30, 1862.

The work was placed under the direction of your department by the joint resolution of June 18, 1862, and the actual transfer was made by the War Department on the 15th of July.

At the date of the last annual report of the chief engineer all operations had been suspended except upon the bridge crossing Rock creek, which was expected to have been ready for use on the 1st of January last.

The condition of the works at the date of the transfer is therefore shown by that report, except the bridge, which had been completed in the meantime.

On the 22d of July letters were addressed to all contractors for unfinished work, calling upon them to signify their readiness to resume operations. Most of them complied, though some few declined or failed to answer.

Proposals were then invited for doing the work and furnishing the material necessary to the completion of the aqueduct; contracts were made, and most of them are now in process of execution for furnishing brick, sand, and cement for completion of distributing reservoir, the auxiliary gate-house, and part of Potomac dam.

The following are the principal works requiring notice:

SENECA QUARRY.

The damage to the Chesapeake and Ohio canal, and the difficulty of procuring boats, have prevented the delivery of dimension stone from Seneca quarry, and thus delayed the completion of some structures of minor importance. A force is now engaged there, and arrangements have been made to avoid further difficulty from this source.

POTOMAC DAM.

The question of land damages and water rights remains unsettled. A jury, summoned in September to condemn the land, was not able to assemble on account of the disturbed state of the country. A contract has, however, been made for completing that portion between Conn's island and the Maryland shore, but nothing done there beyond the preparation of foundation for an extension of the masonry.

The gate-house is completed so far as to be ready for the entablature and dome, which can be finished in a short time next spring.

Tunnel No. 1 requires a good deal of trimming and the removal of a considerable quantity of loose rock.

No. 3 needs also some excavation and a portion of the bottom to be levelled up with spalls. They will be completed during the winter months.

At Cabin John bridge (Union arch) the basin has been cleared of the mud and wash with which it had become filled during the suspension. The scaffold has been repaired and braced, derricks rigged, stone cut, and masonry commenced. The relieving arches of the abutments have been turned, those of spandrils are partly done, and masonry of side walls carried up. Now that stone can be procured from the quarry the work will progress rapidly.

A portion of the conduit which, for special reasons, was built before the high embankment on which it rests had settled, has been so much deformed and cracked by the settlement as to require partial rebuilding. This is now in progress.

WASTE WEIR NO. 2.

The arching of the drift has been extended fifty feet, and the eastern side wall prolonged to the chamber, rendered expedient by the sliding of the rock on that side.

It has also been found necessary to arch a portion of tunnel No. 4, (reservoir tunnel,) and desirable that it should be lined throughout. Although the rock in which it is pierced is very hard, it is full of straight joints, and large falls have occurred in parts where they were least expected.

DISTRIBUTING RESERVOIR.

The contract for this work was awarded to S. L. Rodgers & Co.; operations were commenced in the latter part of September, and considerable progress has been made towards completing the embankments.

Nothing has been done with the masonry structures about this reservoir for want of stone from Seneca quarry. Every preparation is made to complete them as soon as practicable.

HIGH SERVICE RESERVOIR.

The clay puddle of the bottom of this reservoir not proving entirely water-tight, it is now being covered with layers of concrete and paving. Nothing has been done to the dome.

Rock Creek bridge was completed at the date of the transfer to the Interior Department. Since that time the embankments at the ends have been made, and the bridge is now in use.

Though considerably worn by the sediments in the water, the pumping engine has performed the duty required of it.

The conduit line has been inspected, and found in good condition. The tunnels, except No. 4, mentioned above, are free from falls, and seem to require no further masonry lining at present. The effect of the water upon them, when introduced, cannot be stated in advance. It is, however, probable that no further expenditure will be necessary.

The pipe line has been free from serious casualties, and no interruption of supply in the main lines has been necessary. The consumption of water, especially for army purposes, being very great during the unusual dry weather of the summer and fall, the surface of the receiving reservoir fell about eight feet below its normal height. Every possible precaution was taken to secure economy in the use of the water, and although it has been so low as to occasion serious inconvenience, and to require the suspension of the high service supply of Georgetown, it has not entirely failed. The October rains have now removed all grounds for apprehension.

The date of completion of the aqueduct depends upon the amount of work to be done on Cabin John bridge. All the other structures, being light, can

readily be finished before it. I estimate that this will be sufficiently advanced at least to permit the passage of the water from the Potomac by the end of May, 1863, but that the whole of that season will be expended in finishing up the various parts and putting them in a permanently secure condition.

The following is a condensed statement of the various appropriations for the aqueduct, and the progress of the work under each:

In 1852 Congress appropriated $5,000 for the necessary surveys, projects, and estimates, for determining the best means of affording the cities of Washington and Georgetown an unfailing and abundant supply of good, wholesome water.

On the 3d November, 1852, Lieutenant Meigs was placed in charge of the surveys, and on the 12th February, 1853, he reported on three sources of supply. These were:

First. The stream called Rock creek, which could be introduced by a dam and conduit by its natural flow.

Second. The Potomac at the Little Falls, six miles above Georgetown, which would require a dam and canal, or race, with pumping machinery to raise the water to reservoirs at a sufficient height to supply the cities.

Third. The Great Falls of the Potomac, fourteen miles above Washington, where the level of the river is such as to allow of the water being taken by a dam and conduit, by its natural flow, to reservoirs near Georgetown, whence, with a head of 145 feet above tide, it can be conveyed by iron pipes to all the public buildings.

These plans are fully described, and their relative merits discussed, in Sen. Ex. Doc. No. 48, 32d Cong., 2d Sess., and in H. R. Ex. Doc. No. 82, 34th Cong., 1st Sess.

March 3, 1853, an appropriation of $100,000 was made for bringing water into the city of Washington, upon such plan as the President might approve.

The Great Falls project, with a nine feet conduit, having been adopted, the necessary surveys were made during the summer; lands were condemned; and in November, 1853, ground was broken and the work commenced.

During 1853–'54 the connexion with the river under the canal was made; tunnels 1, 2, and 3 were commenced, and 450 feet pierced; a small portion of brick conduit was built; all the lands required in Maryland, except Conn's island, at Great Falls, were condemned; preparations made for a vigorous prosecution of the work; and the whole plans, location, and details revised and improved.

There being no appropriation in 1854, the work was suspended until March 4, 1855, when $250,000 was voted. With this most of the lands between Great Falls and the District of Columbia were procured; 827 feet were pierced in four tunnels; 1,800 feet of conduit built; 13 culverts nearly completed; the embankments over them and most of the other culverts in Maryland begun; the crossing under the canal at the Great Falls was also completed, and the canal restored to its full dimensions.

In 1856 the work was again suspended, the appropriation of $250,000 being to meet existing liabilities, and preserve the works already done from injury.

March 3, 1857, appropriation of $1,000,000. Most of the lands in the District of Columbia were purchased; contracts made for the grading and conduit of all the sections except Nos. 1 and 2, which were built by days' work; the receiving reservoir, arch stones of Cabin John bridge and 12-inch pipes, bridges Nos. 1 and 2 were nearly finished; Nos. 3 and 4 were commenced, and their foundations and centres prepared; 6,104 feet of conduit were built this year, 2,034½ feet of tunnels pierced, and the Potomac dam commenced.

During the winter of 1857–'58 a large quantity of stone was quarried and deposited along the conduit, and other preparations made for its rapid prosecution in the spring.

Appropriation, June 12, 1858: New appropriation, $800,000; reappropriation of balance of appropriation of 1856, for existing liabilities, $184,963 01.

The remainder of the lands needed in the District was procured; twenty-eight contracts were made for the completion of the various works and for furnishing the necessary materials; all the culverts were completed; the conduit generally finished; bridges Nos. 3 and 5 completed, except coping the former; bridge No. 4, Cabin John, commenced, and the granite arch keyed; a part of the rubble arch was built in the spring of 1859, and Rock creek bridge well advanced; the tunnels, except No. 1, were finished; waste weirs Nos. 1 and 3 completed, and No. 2 sufficiently so for use; 12-inch main pipes laid, and the laying of the 30-inch main commenced.

On the 27th of September, the receiving reservoir being finished, the sluice-gate was closed; on the 8th of December, 1858, the water rose to the bottom of conduit, and, on the 3d of January, 1859, was introduced into the pipes supplying the cities.

In the summer of 1858 a jury was summoned to assess the value of a portion of Conn's island, at Great Falls, required for the construction of the Potomac dam. Their verdict amounted to $150,000. An appeal was taken by the United States to the circuit court of Montgomery county, by which the inquisition was set aside as founded on gross mistakes both as to law and facts.

In the spring of 1859 the work was again suspended for want of funds.

June, 1860, appropriation $500,000, "to be expended according to the plans and estimates of Captain Meigs, and under his superintendence."

July 17, 1860, Captain (now General) Benham was appointed chief engineer, and in December of the same year he was succeeded by Lieutenant (Captain) Morton. On the 22d of February, 1861, General Meigs resumed the charge of the aqueduct.

Work had been recommenced in the fall of 1860, and during the spring of 1861 was brought generally to its present condition.

Of the $500,000 last appropriated, there had been expended under Captain Benham $98,345 11; under Lieutenant Morton, $55,441 40; under General Meigs, $122,046 02; leaving a balance of $224,167 47, of which there was authorized to be paid by joint resolution of June 14, 1862, $5,585 84, being debts contracted by General Benham and Lieutenant Morton, and unpaid by them while in charge of the work; besides which, other bills, amounting to $424 77 and $6,010 61, were transferred to the Interior Department for payment, leaving the amount fairly applicable for expenditures under that department $218,156 86.

Estimate of cost of completing the aqueduct.

Potomac dam to Conn's island	$16,000
Conduit head and feeder	1,827
Gate-house at Great Falls	3,731
Tunnel No. 1	2,500
Tunnel No. 3	150
Conduit, various detached portions	5,348
Bridge No. 1	450
Bridge No. 2	1,950
Bridge No. 3	7,600
Bridge No. 4, Cabin John	58,336
Tunnel No. 4, arching	1,700
Waste weir No. 2	1,421
Gate-house, receiving reservoir	303
Distributing reservoir	30,499
Structures about distributing reservoir	20,688

High service reservoir	$8,190
Lands and law expenses	19,350
Engineering, superintendence and repairs	20,015
Contingencies, 10 per cent	20,000
	220,008

It will be observed that the Potomac dam is estimated as extending to Conn's island, or across the Maryland channel only. The reasons for this are given in a special report on the subject herewith transmitted, marked A.

Summary of appropriations and expenditures.

Appropriations of 1853			$100,000 00
" 1854 (none.)			
" 1855			250,000 00
" 1856 for existing liabilities, and to preserve the work already done from injury			250,000 00
" 1857			1,000,000 00
" 1858			800,000 00
" 1859 (none.)			
" 1860			500,000 00
Total appropriation			2,900,000 00
Expended to September 30, 1853		$14,986 70	
" " 1854		83,620 41	
" " 1855		103,602 36	
" " 1856		153,156 08	
" " 1857		220 209 19	
" " 1858		1,182,292 81	
" " 1859		642,130 40	
" " 1860		24,725 37	
" " 1861 (none.)			
By General Benham	$98,345 11		
By Lieutenant Morton	55,441 40		
By General Meigs	81,802 61		
		235,589 12	
Expended to June 17, 1862		15,520 09	
			2,675,832 53
Amount transferred to the Interior Department			224,167 47
To which must be added the amount of certain bills in favor of the aqueduct, also transferred			3,444 85
Total amount transferred			227,612 32
Expended from June 17 to September 30, 1862			9,215 80
On hand October 1, 1862			218,396 52
Probable amount to be expended to June 30, 1863			218,396 52
Amount required for superintendence and repair of the finished aqueduct during the year ending June 30, 1864			$10,000 00

All which is respectfully submitted.

WM. R. HUTTON,
Superintendent and Chief Engineer.

Hon. CALEB B. SMITH,
Secretary of the Interior.

A.

OFFICE OF THE WASHINGTON AQUEDUCT,
November 8, 1862.

SIR: In compliance with your request to ascertain if the cost of completing the aqueduct could be made to come within the amount already appropriated, I have the honor to report:

That the only work upon which any considerable saving can be effected is the dam at the Great Falls.

The construction of a dam entirely across the river to the Virginia shore is necessary to divert into the aqueduct the whole quantity which it was intended to supply. But this amount (68,000,000 gallons per day) being very much in excess of the present wants of the government and the two cities, the subject has been re-examined with a view to the present introduction of a smaller quantity and at less cost, on a plan which will still permit the works to be made available to their full extent whenever it may be necessary.

A supply of 40,000,000 gallons per day, which will be more than sufficient for many years, will be afforded by the conduit running five feet deep, and this depth can be obtained by a dam across the Maryland channel only, having its western abutment on Conn's island. The quantity of water flowing in this channel during the excessively dry weather of September was ascertained to be about 9,000,000 gallons per day at a time when the river was lower than it had been for many years. During the greater part of the year and in ordinary seasons the flow is much larger, quite as much indeed as would be needed; and the full quantity mentioned above can be provided for all seasons at trifling expense by enlarging the channel near the head of the island.

Having ascertained that a good supply could be obtained in this manner, and the balance of appropriation on hand being insufficient for the completion of the entire dam, it was determined to construct at present only the portion extending to the island; the remainder to be built whenever Congress shall appropriate the necessary amount, either at the approaching session, or when the full supply of water may be required.

It is essential, however, to the success of this partial plan, that the style of the work should be changed so far as to execute in masonry, instead of loose stone, the portion to be built. When the supply of water is small we must be able to take the whole of it.

The completion of the entire dam on the plan originally contemplated will require a further appropriation of $60,000.

All which is respectfully submitted.

WM. R. HUTTON,
Chief Engineer and Superintendent.

Hon. CALEB B. SMITH,
Secretary of the Interior.

REPORTS

OF

THE BOARD OF VISITORS

AND

SUPERINTENDENT OF CONSTRUCTION

OF THE

GOVERNMENT HOSPITAL FOR THE INSANE.

Officers of the Government Hospital for the Insane.

VISITORS.

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GOVERNMENT HOSPITAL FOR THE INSANE,
October 1, 1862.

SIR: In compliance with the second section of the act approved March 3, 1855, organizing this institution, we have the honor to lay before you our seventh annual report.

The number of patients in the house on the 30th of June, 1861, was:

From the army, white males		25	
From the navy, white males	10		
From the navy, colored males	1		
	—	11	
From the revenue cutter service, white male		1	
		—	37
From civil life, white males	62		
From civil life, white females	56		
	—	118	
From civil life, colored males	5		
From civil life, colored females	16		
	—	21	
		——	139
From the Soldiers' Home, white males			4
Males, 108; females, 72. Total			180

The number of admissions during the year ending June 30, 1862, was:

From the army, white males		139	
From the navy, white males		15	
		—	154
From civil life, white males	14		
From civil life, white females	8		
	—	22	
From civil life, colored males	4		
From civil life, colored females	4		
	—	8	
		——	30
From Soldiers' Home, white male			1
Males, 173; females, 12. Total			185

The number of patients in the course of the year 1861–'62, was:

From the army, white males		164	
From the navy, white males	25		
From the navy, colored male	1		
	—	26	
From the revenue cutter service, white male		1	
		—	191
From civil life, white males	76		
From civil life, white females	64		
	—	140	

From civil life, colored males	9		
From civil life, colored females	20		
		— 29	
			— 169
From Soldiers' Home, white males			5
Males, 281; females, 84. Total			365

There was no discharge and readmission of the same person in the course of the year. The number of persons and cases treated was therefore equal.

The number of patients discharged in the course of the year ending June 30, 1862, was:

Recovered, from the army, white males	72		
Recovered, from the navy, white males	8		
Recovered, from the revenue cutter service, white male	1		
		— 81	
Recovered, from civil life, white males	10		
Recovered, from civil life, white females	7		
	— 17		
Recovered, from civil life, colored male	1		
Recovered, from civil life, colored female	1		
	— 2		
		— 19	
Recovered, from the Soldiers' Home, white males		3	
			— 103
Improved, from the army, white males	6		
Improved, from the navy, white male	1		
		— 7	
Improved, from civil life, white males	8		
Improved, from civil life, white female	1		
		— 9	
			— 16
Died, from the army, white males	11		
Died, from the navy, white males	2		
		— 13	
Died, from civil life, white males	6		
Died, from civil life, white females	7		
	— 13		
Died, from civil life, colored males	4		
Died, from civil life, colored females	3		
	— 7		
		— 20	
Died, from the Soldiers' Home, white male		1	
			— 34
Males, 134; females, 19. Total			153

The number of patients remaining in the house on the 30th of June, 1862, was:

From the army, white males		75	
From the navy, white males	14		
From the navy, colored male	1		
		— 15	
			— 90

From civil life, white males	52		
From civil life, white females	49		
		—	101
From civil life, colored males	4		
From civil life, colored females	16		
		—	20
			121
From the Soldiers' Home, white male			1
Males, 147; females, 65. Total			212

The following table expresses, as nearly as we are able, the mental and physical condition and the duration of the disease at the time of death of those who died in the course of the year:

Physical condition.	No. of cases	Mental condition.	No. of cases	Duration of mental disease.	No. of cases.
Chronic, organic, or functional degeneration of the brain, irregular in character and extent	6	Febrile mania	3	1 month	3
Ditto, with epilepsy	10	Periodical mania	1	3 months	5
Ditto, with serous apoplexy	3	Chronic mania	1	6 months	4
Ditto, with dysentery	3	Acute dementia	2	1 year	2
Ditto, with chorea	2	Chronic dementia	26	2 years	5
Ditto, with *paralysis generale*	1	Senile dementia	1	3 years	4
Ditto, with marasmus	1			4 years	2
Ditto, with hematemesis	1			5 years	3
Ditto, with abscess of brain	1			8 years	2
Ditto, with atrophy of heart	1			12 years	2
Ditto, with fracture neck of femur	1			15 years	1
Ditto, with exhaustion mania	1			17 years	1
Typhoid fever, in a low stage of which they were admitted	3				
Total	34	Total	34	Total	34

The next table shows the length of time the persons received into the institution in the course of the year had been insane at the time of admission:

Three months, from the army, white males	135		
Three months, from the navy, white males	14		
Three months, from civil life, white males	8		
Three months, from civil life, white females	4		
Three months, from civil life, colored males	2		
Three months, from civil life, colored females	3		
Three months, from the Soldiers' Home, white male	1		
			167
Six months, from civil life, white male	1		
Six months, from civil life, colored male	1		
			2
One year, from the army, white males	4		
One year, from the navy, white male	1		

One year, from civil life, white male	1	
One year, from civil life, colored male	1	
		7
Two years, from civil life, white male	1	
Two years, from civil life, white female	1	
		2
Three years, from civil life, white female		1
Six years, from civil life, white males		2
Ten years, from civil life, white male	1	
Ten years, from civil life, white female	1	
		2
Fifteen years, from civil life, white female	1	
Fifteen years, from civil life, colored female	1	
		2
		185

This is a tabular statement of the time of life at which the 624 persons treated, since the opening of the institution, became insane:

Under 10 years	12	Between 45 and 50 years	30
Between 10 and 15 years	6	Between 50 and 60 years	20
Between 15 and 20 years	30	Between 60 and 70 years	13
Between 20 and 25 years	105	Between 70 and 80 years	10
Between 25 and 30 years	173	Unknown	13
Between 30 and 35 years	103		
Between 35 and 40 years	76		624
Between 40 and 45 years	33		

And the following table shows their nativity:

NATIVE BORN.			FOREIGN BORN.		
District of Columbia	125		Ireland	167	
Maryland	61		Germany	55	
Virginia	46		England	10	
New York	27		France	8	
Pennsylvania	23		Scotland	5	
Massachusetts	12		Russia	3	
Maine	9		Spain	2	
Ohio	6		Sweden	2	
New Hampshire	3		Poland	2	
Vermont	2		Canada	1	
Tennessee	2		Austria	1	
Rhode Island	1		Buenos Ayres	1	
Michigan	1		Costa Rica	1	
Indiana	1		Nova Scotia	1	
Georgia	1		Italy	1	
Connecticut	1		Switzerland	1	
Wisconsin	1		Sicily	1	
Kentucky	1		Unknown	33	
North Carolina	1				295
Choctaw Nation	1				
New Jersey	1				624
Missouri	1				
Alabama	1				
Mississippi	1				
		329			

The form of disease under which the patients, received since the house was opened, labored at the time of admission, is next shown.

Cases of not more than one year's standing are classed as *acute*, all others as *chronic*.

Mania.		
Acute, simple	266	
Acute, epileptic	7	
Acute, paralytic	3	
Acute, homicidal	2	
Acute, hysterical	2	
Acute, puerperal	4	
Acute, suicidal	1	
Acute, erotic	1	
Acute, febrile*	5	
		291
Chronic, simple	59	
Chronic, epileptic	3	
Chronic, paralytic	2	
Chronic, puerperal	4	
Chronic, periodical	3	
		71
Monomania.		
Acute, simple	3	
Chronic, simple	14	
		17
Melancholia.		
Acute, simple	40	
Acute, suicidal	1	
Chronic, simple	25	
		66
Dementia.		
Acute, simple	31	
Acute, epileptic	1	
Acute, paralytic	1	
		33
Chronic, simple	123	
Chronic, general paralysis	1	
Chronic, epileptic	24	

* Two of these cases were, in the report for 1860-'61, styled "*maniacal delirium*" in the table showing the condition at the time of death of those who died, and *simple acute mania* in the table corresponding with this. We have ventured to add this sub-class to those previously reported, because it renders the tables referred to in the preceding paragraph more consistent with each other, and we think a more clear and just conception of the real state of the cases intended to be included in it is conveyed by affixing the qualifying term *febrile* to a primary form of mental derangement, than by continuing the use of terms which afford no knowledge of the physical condition, and but an indefinite one of the state of the mind. These cases of febrile mania were all laboring under idiopathic fever at the time of admission. That is certain. Whether the mental disturbance was of that prolonged and independent character which is termed insanity it is much more difficult to decide, inasmuch as all the cases now reported under this head died either from the fever with which they were admitted, or its *sequelæ*. Had they recovered from the fever we think the mental would have outlasted the physical disorder, as, in the experience of the writer, it has often done in cases which were similar, in every feature, except in duration and event.

Chronic, paralytic				9	
Chronic, senile				7	
					164
Whole number of cases treated					642
Number of readmissions					18
Number of persons treated					624
There were at the beginning of the year, of independent or pay patients	18	males,	5	females	23
Received during the year	8	"	0	"	8
Total	26	"	5	"	31
Discharged during the year	17	"	1	"	18
Remaining at the end of the year	9	"	4	"	13
Public patients at the end of the year, from the army					76
Public patients at the end of the year, from the navy					15
Public patients at the end of the year, from civil life					108
					212

We present no table of *assigned causes* of insanity, because the medical officers of the army, which, it will be seen, furnished three-fourths of the admissions during the year 1861–'62, almost uniformly disobey that article of the regulations which requires that a "history of the cases" should be sent with insane soldiers, and the person, commonly a soldier, detailed to accompany an insane comrade to the hospital, has usually been as unacquainted with the history of the mental disorder under which his charge labored, as is a trooper with the past history of the horse that is allotted him by his quartermaster.

It is certain that the case is in most instances recent, and we in time learn the leading circumstances of the man's civil history, either from the patient himself or from his relatives.

We do not, however, regard as uninteresting or unimportant the tables of assigned causes of mental derangement which we find in the report of many of our State institutions for the insane. Those tables, if they do not always express all the circumstances, nor even the most important one which culminated in insanity, do, it seems to us, throw much interesting light, both upon the history and habits of the individual, and upon the religious, social, and industrial habits and tendencies of communities. They also reveal the topographical and climatic influences which so sensibly affect the positive health and pathological tendencies of settled populations.

The preceding is a history of the institution for the year 1861–'62, presented in a tabular form as usual. Those tables which are purely arithmetical, such as those stating the number of the admissions of persons from each of the several classes received, the discharges and the deaths, are absolutely correct, and have all the value that belongs to such information; but it is not claimed for those tables which express the *opinions* of ourselves or others in an arithmetical form, such as the number of recoveries and the condition in which death took place, that they are more than approximations to the absolute truth. The degree of such approximation, and the value of such information in solving the problems of life and disease, will, of course, depend upon the judgment and honesty of the person or persons whose opinions are thus expressed.

In the cases before us we have honestly endeavored to express the truth as it stood in our own minds. Several patients, whose condition was more doubt-

ful than the rest, though reported well when discharged, have been carried into the column of the *improved* in making up this report, and we believe that all those classed among the recoveries had reached their respective normal conditions of mind and health.

The *usefulness*, then, of the institution during the past year is indicated by the tabular statements already given of the movements of the *personnel* of the household; its *progress*, by comparing the past with the immediately preceding year, which shows that the admissions in 1861–'62 were *nearly* and the recoveries *more* than double those, respectively, of 1860–'61. The general health of the household has been at all times good. The recoveries were 67+ per cent., and the deaths 22+ per cent. of the discharges, including deaths. These are thought to be highly favorable ratios, when the fact is considered that the insanity in a large proportion of the one hundred and thirty-nine (139) cases received from the army was occasioned by a combination of ætiological agencies which, operating upon susceptible constitutions, had greatly depressed the vital powers, or given rise to active bodily disease.

Hydraulic works, including the erection of a substantial stone and brick pump and boiler house and smoke stack at the river; the remodelling and setting of two old boilers on hand; the purchase, modification to suit the great height to which the water had to be raised, and setting of a first class No. 7 Woodward steam pump; the purchase and laying of two thousand feet of 6-inch heavy iron pipe, and two Meigs's combined hydrants and hose plugs, and one Thompson's separate hose plug, have been established in the course of the year under review for raising water from the Anacostia river to the iron tanks in the attics of the hospital edifice, at a cost of about three thousand dollars, ($3,000,) which has been defrayed from the moneys received for the support of the institution. These works are in every part strong and durable, and will raise, with all ease, six thousand (6,000) imperial gallons of water an hour, through two thousand (2,000) running feet of 6-inch pipe, which rises from the foot valve in the river to the points of discharge into the tanks, two hundred and twenty (220) feet, or against a pressure of nearly one hundred (100) pounds to the square inch.

The previous source of supply was a spring of most excellent water, which furnished an average of about twelve thousand (12,000) gallons in twenty-four (24) hours. This amount of water, though inadequate, met most of the pressing wants of the hospital, till our household proper became suddenly increased by the war, and we had connected to the establishment two temporary general hospitals containing together three hundred (300) beds. Then the old supply seemed only to mock our needs, and the necessity for greatly increasing it became immediate and absolute, both on account of the health and comfort of the patients and the safety of the buildings.

The vast amount of water needed will be understood when it is stated that it is required daily for cooking for a household altogether of upwards of six hundred (600) persons; for the personal ablutions of five hundred and fifty (550) invalids; for cleansing thirty-five (35) water-closets; for cooling and washing the gas as it is made; for making steam in a forty (40) horse boiler; for washing from (2,000 to 2,500) two thousand to twenty-five hundred dozen garments each week; in part for the use of fifty (50) horses, oxen, and cows, and one hundred (100) hogs, and for the heating apparatus in winter. Having felt the danger and inconvenience which attend the want of it, we think that the power to command, at all times and in every emergency, all the water that can possibly be needed, is to-day more highly appreciated by our whole household, and especially by those who are and feel responsible for its health and safety, than all the other special comforts and facilities of the establishment.

The general and quarantine naval hospitals, with seventy (70) beds, in charge of Surgeon N. Pinkney, of the navy, and the general army hospital, with two hundred and fifty (250) beds, in charge of the medical officers of the government

hospital for the insane, both of which were noticed in our last report, have been in successful operation during all the past year.

The farm and garden of the hospital steadily improve in productiveness, and continue to afford a large field for the appropriate occupation of the insane. One thousand cords of stable manure have, during the past year, been drawn from town, and about the same amount made in the stables of the hospital, and we are at this time engaged in attaching the proper pumps to one of our engines and in laying the requisite pipe to raise all the drainage of the house, stable, and laundry, and distribute it over the fields under cultivation. We hope to be able in our next, or some future report, to state the results of a thorough system of irrigation with liquid manures.

For the support of the hospital during the fiscal year ending June 30, 1864, we estimate that fifty thousand five hundred dollars ($50,500) will be needed, and recommend that that sum be asked of Congress. At a cost of two hundred dollars ($200) which has been the basis of all former estimates for the board, clothing, medicines, medical attendance and nursing, of each patient for an entire year, the estimate we submit provides, besides $500 for books and incidental expenses, for the maintenance of an average through the year of two hundred and fifty (250) patients, which is the exact number in the house supported by the government at the actual date of this writing—November 1, 1862—though it will be seven (7) months before the beginning of the fiscal year in question. There were two hundred and twelve (212) public and private patients in the house at the beginning of the current fiscal year, and there are now of both classes two hundred and fifty-eight (258) inmates, which is an increase of more than 21 per cent. in five (5) months. Should the rate of increase continue the same for the next thirteen (13) months, or to the middle of the next fiscal year, when the average of that year should be reached, we should then have under treatment no less than three hundred and thirty-one (331) patients, more than three hundred (300) of whom would probably be chargeable to the government. We earnestly hope that the deplorable war the government is still compelled to wage will cease in less than a twelve-month, and with it the occasion for the immense army which so rapidly multiplies the inmates of the institution under our charge; but no contingency that we can anticipate seems to us at all likely to reduce the number of them below that we are now struggling to maintain with really inadequate means.

Classified abstract of the receipts and expenditures of the hospital during the year ending June 30, 1862.

RECEIPTS.

Received balance from last year	$463 49
Received allowance of previously disallowed item, of	25 94
Received from United States treasury	40,500 00
Received from private patients	4,596 83
Received from naval hospital	3,971 94
Received from Colonel D. H. Rucker, for cargo of coal seized for use of the United States army	559 00
Balance due the superintendent from the United States	1,653 66
	51,770 86

EXPENDITURES.

Expended for flour	$2,470	92
meats, including hams	4,971	68
butter	3,646	50
groceries and ice	8,220	35
potatoes	321	58
fuel and lights	4,230	18
dry goods	2,948	62
furniture, glass, china, hardware	1,752	86
medicines and liquors	706	61
boots, shoes, hats, caps and clothing, ordered	804	14
farming implements, seeds, manure, &c	1,131	04
hay, oats, straw, &c., for feed	1,100	12
horse and ox shoeing	118	55
repairs and improvements	2,929	09
stock	300	00
repairs to wagons, carriages, and harnesses	524	00
postage	54	22
salaries and wages	13,095	44
books, stationery, and printing	479	98
freights	1,115	62
eloped patients	5	00
money returned to private patients	336	83
miscellaneous	507	53
	51,770	86

It will be seen that the receipts from all sources last year amounted to $50,117 20, and the expenditures to $51,770 86, which left a balance due to the superintendent and disbursing agent of $1,653 66. We hope, by the practice of the most rigid economy through the current year, to remove that indebtedness occasioned by the extraordinary expenditures for an additional supply of water, and do not present it as a deficiency.

We have to record the decease since the preparation of the last annual report of Dr. Benjamin S. Bohrer, a member of this board from its organization in 1855 to the day of his death, and its first president. Dr. Bohrer's venerable age, his learning, high character, and personal courtesy, rendered him a much-respected and instructive associate, whose loss we, as a board, sincerely feel and lament. His death is also felt by the institution under our care, whose usefulness to the afflicted class of our fellow beings, for whose especial benefit it was established by a liberal and beneficent government, he zealously endeavored to promote by every suitable means in his power.

Dr. Stevens, the assistant physician, has been devoted and efficient in the discharge of the varied and responsible duties assigned him during the past year of very extraordinary care and labor.

Mr. Kellogg, the clerk of the hospital, and most of the other assistants, attendants and servants, deserve mention for industry, kindness to the patients, and fidelity to the interests of the institution.

Respectfully submitted.

P. D. GURLEY, *President.*
C. H. NICHOLS, *Secretary.*

Hon. CALEB B. SMITH,
Secretary of the Interior.

GOVERNMENT HOSPITAL FOR THE INSANE,
Near Washington, D. C., October 1, 1862.

SIR: At the second session of the thirty-seventh Congress, besides an appropriation for the support of the hospital, there were appropriated—

"For finishing, furnishing, heating, and lighting of additional accommodations in the east wing, five thousand dollars, ($5,000;") and

"For improvements of the grounds about the hospital and farms, two thousand dollars, ($2,000.")

These two small appropriations are not yet wholly expended, though work has been going on under both of them most of the time since the beginning of the current fiscal year. It has been my effort, in preparing additional accommodations for the insane in the east wing, to avoid any abridgment of the room temporarily allotted to sick and wounded soldiers; and in improving the grounds, the effort has been made to do most of the work with the farm hands and teams in the intervals between the seeding, cultivation, and gathering of crops. That these efforts have been successful, is shown, perhaps, by the fact that the accommodations for the sick of the army were increased one-fourth in the course of the last summer, partly by devoting additional room in the hospital edifice to the soldiers, and partly by pitching some hospital tents in the grounds for the shelter of convalescents, and that the farm was more thoroughly cultivated and more productive than ever before, with rather less than the average amount of hired labor.

I respectfully recommend that five thousand dollars, ($5,000,) the same small sum that was asked and granted last year, be again asked to enable the superintendent to continue to fit up and put in full readiness for occupancy the new parts of the house, as they are required for the accommodation of the insane.

I also recommend that two thousand dollars ($2,000) be asked for the erection of a machine room, and for machinery therefor. The room and appliances in view are required both to facilitate the necessary repairs and improvements in and about the institution, and to meet a pressing need of room and means to employ the inmates of the hospital in inclement weather.

The recommendation of an appropriation of ten thousand dollars ($10,000) for the continuation of the wall enclosing the grounds has been approved both by your predecessor and yourself, but the item was thrown out both years by the Committee of Ways and Means, and it was not thought expedient in the state of the country and treasury to ask Congress to overrule the decision of the committee. Having confidence in the public spirit and liberality of the committee, I really think it would not have refused this appropriation had it understood the importance of the completion of the wall to the convenience and usefulness of the institution whose character and functions I am sure they duly appreciate.

The incompletion of the wall abridges the practical liberty of the inmates of the hospital, and renders what liberty is necessarily allowed a greater or less publicity, which is painful to every proper sensibility. Besides, the officers whose time and energies are all required in more legitimate channels, are constantly harassed by the liability to escapes, which are inevitably somewhat frequent.

I again recommend this appropriation, and if it be approved by you, indulge the hope that Congress will not again refuse it.

I am, sir, very respectfully, your obedient servant,

C. H. NICHOLS,
Superintendent of Construction.

Hon. CALEB B. SMITH,
Secretary of the Interior.

REPORT

OF

THE COLUMBIA INSTITUTION

FOR

THE DEAF AND DUMB AND THE BLIND.

OFFICERS OF THE INSTITUTION.

Patron.—ABRAHAM LINCOLN, *President of the United States.*
President.—Hon. AMOS KENDALL.
Secretary.—WILLIAM STICKNEY.
Treasurer.—GEORGE W. RIGGS, JR.
Directors.—WILLIAM H. EDES, JAMES C. MCGUIRE, JUDSON MITCHELL, DAVID A. HALL, Rev. BYRON SUNDERLAND, D. D.
Superintendent.—EDWARD M. GALLAUDET, M. A.
Instructors of the Deaf and Dumb.—JAMES DENISON, P. B., MELVILLE BALLARD, PETER BAUMGRAS.
Instructress of the Blind.—Miss MARY T. G. GORDON.
Attending Physician.—N. S. LINCOLN, M. D.
Matron.—Mrs. THOMAS H. GALLAUDET.
Assistant Matron.—Mrs. SOPHIA G. HUNTER.
Master of the Cabinet Shop.—JOHN R. WRIGHT.

COLUMBIA INSTITUTION FOR THE INSTRUCTION OF THE DEAF AND DUMB AND THE BLIND, *November* 3, 1862.

SIR: It becomes my duty to report the progress of this institution during the year ending with the 30th June, 1862.

The number of deaf and dumb and blind pupils receiving instruction on the 1st of July, 1861, was	35
Received during the last year	6
Total	41
Left during the year	3
Remaining on the 1st July, 1862	38

Of these 6 were blind, and 32 deaf and dumb.

There has been no death among the pupils of the institution since its establishment.

The ordinary receipts and expenditures of the institution were, during the last year, as follows, viz:

Received, as per treasurer's account, marked A, attached to this report, from private subscriptions	$400 00
Received from United States for maintenance and tuition of pupils	3,746 60
Received from same for salaries and incidental expenses	3,000 00
Received from the State of Maryland	1,530 93
Received from paying pupils	175 29
Received for stove sold	10 67
	8,863 49
Expended, as per treasurer's account	20 18
Expended, as per superintendent's account	8,588 39
Total	8,608 57

For details of expenditures see treasurer's account, aforesaid, and superintendent's account, marked B 1.

The terms on which the funds of the Washington Manual Labor School and Male Orphan Asylum were turned over to this institution require that they shall be accounted for separately.

Happy to have some means, however limited, to instruct a portion of our pupils in some kind of manual labor, without which their mental culture will be comparatively of little use to them, the board of directors directed the superintendent to establish a shop and employ a competent teacher to instruct such of the male pupils as could be accommodated and showed an aptitude to learn the art and trade of cabinet-making. He accordingly rented a building near the institution, and successfully carried into effect the instructions of the board.

The treasurer's account, marked C, shows that the cash which originally came into his hands amounted to $623 48, of which $600 were invested in United States treasury notes, which were afterwards sold at an advance, and the proceeds, with other smaller sums, amounting in all to $764 23, were, with the exception of $14 23, turned over to the superintendent.

The superintendent's account, marked B 2, shows for what objects this money was expended.

It will be seen by the treasurer's account that $129 90 had been received into the treasury on account of the shop, which, however, had been returned into the business through the superintendent. It was not expected that this operation would prove pecuniarily profitable, but the remarkable progress made by the pupils since its commencement induces the hope that it may be made self-sustaining.

Immediately after the grant by Congress, at their last session, of nine thousand dollars to extend and improve the buildings belonging to the institution, steps were taken to carry into effect their benevolent design.

The superintendent was appointed disbursing agent of the government, under suitable bonds, to draw from the treasury and apply the moneys appropriated, not only for these purposes but for payment of salaries and incidental expenses. Only $1,900 of the building fund was drawn prior to the 1st day of July last, and the account of the superintendent and agent, marked B 3, shows for what purposes $1,367 25 of that sum was expended, leaving $532 75 on hand.

All the superintendent's accounts have been kept with remarkable accuracy and rendered with great promptitude.

It has been a leading principle in the management of this institution to incur no responsibility predicated on future grants of aid from Congress. Our plans

of improvement, as well as management, have been carefully limited to the means already procured, so that we have no occasion to ask either from public or private charity for moneys to pay debts or complete unfinished buildings. To show that charity has not bestowed her gifts in vain upon this institution, we confidently appeal to the report of the examining committee, hereto attached, marked D, as well as to similar reports of former years. But we cannot do these children of misfortune the good we would, for want of additional grounds for cultivation and more extensive and convenient shops for the exercise of mechanical talent. Nor have we in our buildings the conveniences of water and gas enjoyed by other institutions of like character, and, wherever accessible, now deemed almost indispensable in private dwellings.

I cannot, in justice to our superintendent and his assistants, and the teachers in the institution, omit paying a just tribute to their talents, industry, fidelity, and skill, which have so soon raised it from humble beginnings to an elevated position among the charities of the country. It was deemed by the board of directors due to our superintendent, on account of his eminent services and signal success, to raise his salary, out of the means furnished by Congress at their last session, from one thousand dollars per annum to fifteen hundred.

For a more detailed exposition of the progress of the institution, its condition and wants, I respectfully refer to the superintendent's report, hereto annexed, marked B.

By order of the board of directors.

AMOS KENDALL, *President.*

Hon. C. B. SMITH, *Secretary of the Interior.*

REPORT OF THE SUPERINTENDENT.

To the president and directors of the Columbia Institution for the Instruction of the Deaf and Dumb and the Blind.

GENTLEMEN: I have the honor to report the progress made in the institution under your direction during the year ending June 30, 1862.

The admissions to the institution within the year were six. Three pupils left us, and the number enrolled at the close of the year was thirty-eight. The whole number of pupils connected with the institution since July 1, 1861, is forty-one. Deaf mutes—males, 21; females, 14; total, 35. Blind—males, 3; females, 3; total, 6.

For details of disbursements I refer to the several accounts attached to and forming a part of this report.

A kind Providence has granted us continued health for another twelvemonth, and no death has occurred among our pupils.

In August, 1861, our school building was used as a hospital by a regiment of Pennsylvania troops under Colonel Samuel Black. This occurred during our vacation, and we were thus enabled to furnish beds and bedding, besides a comfortable shelter, to some thirty-five sick soldiers, without serious inconvenience to the institution. One of these died; the rest recovered and were removed before the opening of our term in September. It was a source of gratification to the officers and pupils remaining in the institution to be able to receive and care for those who were voluntarily defending our city and sustaining the government from which this institution receives its support.

The corps of instructors and officers has remained unchanged. The school exercises have been conducted as usual, and the progress of the pupils has been, in most cases, satisfactory. An examination was conducted on Monday, June 30, 1862, by Rev. G. W. Samson, D. D., John P. Ingle, esq., and B. B. French, esq., the results of which appear in the report.

Reference was made a year ago to the fact that our male pupils were in great need of instruction in useful labor. This want has been partly met by the establishment of a cabinet shop. The cost of fitting up the shop and purchasing the necessary tools was defrayed out of the manual labor fund. The building occupied does not belong to the institution, and is but poorly adapted to the purposes for which it is used. A new building, capable of accommodating shops where several branches of industry might be taught, would cost but a few thousand dollars, and it is to be hoped that an appropriation may soon be obtained to provide for its erection.

The cabinet shop is conducted by Mr. John R. Wright, a native of Washington. The aptitude with which the boys learn the use of tools is gratifying, while the good workmanship displayed in the manufacture of furniture has been a matter of surprise, in view of the brief period which has elapsed since the shop was opened. The importance of this branch of instruction for the deaf and dumb boys cannot be overestimated, for by means of it they are fitted, on leaving the institution, to become journeymen in their trade, and so command at once the means of subsistence.

Congress was pleased, at its last session, to appropriate the sum of nine thousand dollars for the erection, furnishing, and fitting up two additions to the buildings of the institution. One of these additions, located in the rear of the school building, has been completed, at a cost of four hundred and seventy-five dollars. It is built of wood, is thirty-six feet by eighteen, and two stories high. tI contains a chapel below, capable of seating seventy-five persons, and a dormitory above, which will accomodate fourteen boys. A front addition to the main building is now in process of construction, and is expected to be completed

in November. It is built of pressed brick and dressed brown freestone; it is four stories high, and fifty-six feet front by twenty-eight in depth.

These additions will furnish twelve new rooms, and enable us to receive twenty more pupils, besides providing hospital rooms and a chapel, a new dining-room and a library, which were much needed with our present number of pupils.

The designs and plans for the front building were prepared by Mr. Emil S. Friedrich, architect, and reflect great credit upon him for their beauty and adaptation to the purposes desired. The contracts for both these additions were given to Mr. James G. Naylor, of Washington, and it is but justice to him to say that the materials furnished thus far have been fully equal to the requirements of the contracts, and the work has progressed in a satisfactory manner. The main building, when completed, will be an ornament to the city and a monument of the benevolence of our national legislature to a class of persons too long neglected in this District.

Provision should be made for the heating and lighting of the institution in a more systematic manner than that at present pursued. A decided preference is given in public institutions generally to steam apparatus for heating, and to gas for lighting large buildings, and it is to be hoped that means may soon be provided for these important improvements.

I would again respectfully call the attention of the board to the need, now become pressing, of enlarged grounds for the use of the institution. Our garden spot is limited, and falls very far short of supplying our table with vegetables. We need pasturing for cows, more room for playgrounds for our pupils, and space for the further enlargement of our buildings that are likely to become necessary within a few years.

Five years have passed since the school was opened for the reception of pupils. As within this brief period it has, from a small and doubtful beginning, become established as a permanent and successful institution of learning, it will not be improper to review the history of these years and note the progress made in this newly cultivated field of benevolence.

An act of Congress was approved on February 16, 1857, incorporating this institution, and providing in part for its support by allowing a hundred and fifty dollars per annum for each poor child received from the District. Under this act a board of directors was appointed, and it is with great satisfaction that the friends of the institution note the fact that the board has remained unchanged up to the present time.

On the 18th of June following, the institution, in charge of the present superintendent, was opened with five deaf mutes pupils in attendance, This number was soon increased to twelve, and four blind children were also admitted within a few weeks.

Two buildings, separated about two hundred and fifty feet, were occupied. One, used as a school building, had been presented to the institution, together with two acres of ground, by our honored president, Mr. Kendall. The other was a hired house, where the superintendent, teachers, and pupils resided.

The pupils entered at once upon their studies, and made very satisfactory progress. In February, 1858, an exhibition was given of their improvement in the old representatives hall in the Capitol, which called forth a large assembly, and was regarded with much interest by those present.

On the 29th of May, 1858, Congress made an annual allowance for five years of three thousand dollars to pay the salaries, and meet the incidental expenses of the institution.

Twelve hundred and fifty dollars was received from private subscriptions, and thus the institution closed its first year free from debt, and with a surplus on hand of about three hundred dollars.

During the second year the institution was much enlarged, through the liberality of its president. A brick house containing nineteen rooms was

erected, adjoining the school building, at a cost of over seven thousand dollars, and presented to the institution by Mr. Kendall.

During the third year the number of pupils increased to thirty, and provision, was made by the legislature of Maryland for the education here of a number of beneficiaries.

A fund of about four thousand dollars was also made over to the institution by the Washington Manual Labor School and Male Orphan Asylum Society. This association was formed a number of years since, with a view of furnishing instruction in useful labor to the poor boys of the District. The institution, however, through lack of sufficient means, was never put in operation, and its trustees felt that the transfer of its funds to this institution, for the purpose of giving instruction in manual labor to the deaf and blind of the District, would be no diversion from the original intention of the donors.

During the fourth year the number of pupils increased to forty-one.

Instructions in drawing for the deaf mutes were commenced within this year, and in all the branches of study pursued very excellent advances were made by the pupils.

In March, 1862, an important act passed Congress concerning the institution.

Besides the appropriation of nine thousand dollars for the erection of the additions to our buildings referred to in another part of this report, an annual allowance for an indefinite period was made of forty-four hundred dollars, for salaries and incidental expenses. By these provisions, the continued support of the institution is, humanly speaking, secured, and the education of deaf mutes and the blind in the District of Columbia permanently provided for.

While Congress has aided the institution to a most laudable degree, private benevolence has been prompt to assist and sustain the enterprise from the beginning. The entire cost of furnishing and fitting up the buildings, when the institution was opened, was defrayed by private subscription. Buildings and grounds to the value of ten thousand and six hundred dollars ($10,600) were provided by the bounty of Mr. Kendall alone, and during these five years, the whole amount received by the institution from private sources is eighteen thousand nine hundred and twenty-five dollars, ($18,925.)

The institution, so far as it concerns the ordinary education of the deaf and dumb and the blind of the District of Columbia, may now be considered, with but few exceptions, complete; and those who have fostered and aided it may well feel satisfied with the results of their labor. But there is yet much to be accomplished in the institution before it will reach the point aimed at in its organization.

A great want has existed among the deaf and dumb of our country for a number of years, which is yet unsupplied.

State institutions have been multiplied till throughout almost the entire country provision has been made for the free education of those who have been deprived of one or more of their senses. But in these institutions the term of study is generally limited to a period sufficient only to afford the pupil a common school education, and while high schools, free academies, colleges, and universities have been established for the improvement of those possessed of all their faculties, nothing, on any considerable scale, has been done in this direction for the deaf and dumb.

In several of the larger and older institutions "high classes" have within a few years been organized; and these have afforded opportunities for advancement not hitherto possessed by the deaf and dumb.

The smallness of the numbers necessarily forming such classes, however, operates much against their successful progress; and although desirable, in the absence of other advantages, they by no means afford the deaf and dumb what the "high school" or college furnishes those who hear and speak.

Well-educated deaf mutes are, and will continue to be, needed as teachers throughout the country; and as the fact is demonstrated by the census returns that the number of deaf mutes increases proportionably with the population of the country, it behooves the philanthropist and the statesman to provide for the future needs of this unfortunate class of people.

No greater boon could be given them than a college where those possessing the requisite amount of intellect might press forward their education to a point which would enable them to conduct the education of their fellows in misfortune, and to engage in many pursuits from which they are now (from simple lack of culture) necessarily debarred.

The peculiar organization of this institution affords an opportunity for the location of a collegiate department with fewer difficulties in the way than exist in other institutions.

Congress has liberally enacted that its beneficiaries may remain in school so long as they can be instructed with profit to themselves. As soon, therefore, as our pupils have mastered the usual elementary studies, we ought regularly to conduct through a college course those who possess the requisite mental capacity.

An institution like this, situated at the federal metropolis, should be more than a local school: it should exert a national influence, and impart benefits to the whole community. This desirable end would be most happily attained if a college for the deaf and dumb should be here established, which could receive and educate on moderate terms those from all parts of the land fitted to enjoy its instructions. Until this proposed feature of our institution is realized, our labors will be incomplete, our duty to those committed to our charge but partially performed, and the expectations of deaf mutes and their friends throughout the country be unfulfilled.

All which is respectfully submitted.

E. M. GALLAUDET, *Superintendent.*

WASHINGTON, *October* 31, 1862.

REPORT OF THE EXAMINING COMMITTEE.

To the board of directors of the Columbia Institution for the Deaf and Dumb and the Blind.

GENTLEMEN: The examining committee would respectfully submit to you the report of their third annual visit to the institution over whose interests you preside.

The annual examinations were passed with increasing credit to teachers and pupils; every added year of instruction showing more the value of that thoroughness which must characterize successful instruction of those deprived of one of their senses. The department for deaf mutes consists of two classes. The second of these classes, consisting of the pupils least advanced, embraces three divisions. The tuition of this class is still in the charge of Mr. Melville Ballard. This class is naturally the one which taxes most the patience and energy of the principal as well as of the teacher. The effort to awaken the first impression in the mind of any child is greater than to add new impressions to those already formed; this work is greater with children lacking one of the two senses—sight and hearing—through which all intellectual impressions come, and it is the greatest of all when imbecility or partial idiotcy, as often occurs, is added to the loss of hearing. The proficiency of this class, as compared with last year, could be distinctly marked, and brought great credit to their instructor.

The first class consists of two divisions, and is under the charge of Mr. James Denison. As Mr. Denison had been called to New England a day or two previous to the close of the session by the death of a child, the examination was conducted by Mrs. Hunter, the sister of Mr. Gallaudet, the principal, who, in addition to her duties as assistant matron, has been employed to supply temporarily the place of either of the instructors in case of sickness or necessary absence. It was in this class, composed as it is of the most advanced pupils, that the greatest advancement during the year was expected. Their progress was such as to justify the hope that the wish of the trustees may yet be accomplished, and a class for advanced or collegiate instruction may, at no distant day, be secured from the pupils of this and other institutions.

Specimens of composition prepared by the pupils are appended to this report.

The examination of the blind, whose instruction has been conducted a second year by Miss Mary T. G. Gordon, showed a marked improvement during the year. This was especially manifest in the readiness and intelligence of the pupils in arithmetical calculations and in history. Though this department has a smaller number of pupils, and is composed of but one class, conducted by a female teacher, it is equally as important and promising as the department for the deaf mutes.

Your committee found occasion to commend in their last report the proficiency of the blind in music, and to speak of the importance of this accomplishment, not only as a source of most exquisite pleasure to those deprived of all the pleasures of sight, but also as a means of livelihood to the pupil in future years. They have now to express their gratification that a similar source of delight and profit has been furnished to the deaf mutes, who are deprived of all of the pleasures of hearing. The art of drawing, the first and fundamental one of the fine arts addressing the eye, has been most successfully taught during the year by Mr. Peter Baumgras. Mr. Baumgras is a graduate of the Academy of Art at Munich, in his native province of Bavaria, one of the best institutions of the kind in the world; he has won the esteem of many in New York, Washington, and other cities and sections of our country by his culture and urbanity as a

gentleman no less than by his genius and success as an artist. His patient fidelity and aptness as an instructor have found a field of trial to test them in training deaf mutes to such skill in drawing. Some of the heads and landscape sketches executed by his pupils would do credit to the best pupils who, having all their senses, can be instructed by the oral teaching in addition to the practical guidance of their instructor. The progress of some of these pupils gives promise that they may hereafter be sought as draughtsmen, in the large field, both private and public, now in our city and country for proficients in drawing, by the topographical and architectural as well as the patent bureaus and agencies.

Your committee cannot but express their gratification at the success of the workshop for cabinet manufacture, a new feature of the institution, introduced the past year. The expenses of the shop were incurred and have been met through the transfer, by act of Congress, of the funds of the Washington Manual Labor School, an organization formed to give employ to indigent youth, which funds had lain idle for years from the want of an object on which to be expended. The cabinet shop has been under the care of Mr. John R. Wright, a native of the District of Columbia, whose success with his charge is witnessed by the large collection of articles of house furniture made and finished by the pupils of themselves after a few months of instruction. Some of these articles were pronounced by judges of such work as worthy of a thoroughly trained journeyman.

The committee were gratified to see their recommendation of last year, as to an extension of the institute buildings, so responded to by the efforts of the directors and the munificence of Congress. The fine front, with its ample rooms behind, now being added to the main building, reared as it is through an appropriation by Congress amid the burdens of war, will be a monument of the appreciation by the United States government of the enlightened charity which has founded the Columbia Institute.

In conclusion, your committee would commend the practical skill and energy displayed by Mr. Gallaudet, the principal, in the varied duties which the infancy of such an institution imposes on its head. This characteristic, added to that of the patient toil demanded in the instruction and discipline, gives the surest promise of future and eminent usefulness to the institution over which your choice has placed him.

All of which is respectfully submitted.

GEORGE W. SAMSON.
JOHN P. INGLE.
B. B. FRENCH.

WASHINGTON, D. C., *July* 2, 1862.

SPECIMENS OF COMPOSITION BY THE DEAF MUTE PUPILS.

A letter to General Robert Anderson.

WASHINGTON, *June* 13, 1862.

MY DEAR FRIEND, VALIANT GENERAL ANDERSON: Now I proceed with a letter to you. It is evening. Just now it rained hard for some minutes. Now there is a fair sky. The roads are not muddy. Does it rain in your country like our country? How are you this evening? I know that you have been sick, because the very loud noise of the guns of Fort Sumter made your head

painful. I remember you since the battle occurred in Fort Sumter. Will you occupy Fort Sumter when our troops drive the rebels out of it? Will your old soldiers occupy it with you? If you are in Sumter, I wish to aid you for a long time. I know that you were not defeated by the rebels, because the rebel army was very enormous. I call them a big lion who can defeat a little dog.

All the people in the world know that valiant troops are under you.

When you and your troops left Sumter the rebels did not make them prisoners. I know that the rebels honored you and your brave troops. But our troops have never let the rebels be free since Sumter occurred. When you left Sumter, in some days General Beauregard began to feel angry that he had permitted you and your troops to be free. I am glad, for you are saved from captivity.

I despise General Beauregard because he broke his promise to let you leave Sumter after four days. In two days he fired his cannon balls against Sumter.

One of your officers, who first fired against the rebel batteries, became general of a brigade, which is, I think, in Virginia. His name is General Doubleday.

I am deaf and dumb. My classmates are deaf mutes, who are for the Union. One of them is Captain J. H., who teaches us to drill.

I am first lieutenant and L. is second lieutenant. The boys are twenty and the girls are about eighteen.

We live in the Columbia Institution, at Kendall Green, D. C.

The boys wish to join the army of the United States. When you are in Sumter again, in the night I will call all the boys to march along the roads in Kendall Green with a box, which will be illuminated in honor of you.

I hear that you keep your old stars and stripes that waved above Sumter. They will be put above Sumter again. Perhaps, in some years, I will visit Sumter with a new Union flag, and I will put it above it forever.

I have done my letter.

Your affectionate friend,

JOHN Q———.

THE STARS.

What glistening little golden stones are seen coming in our presence!

The sun has just gone to bed, and his children are busy now giving us faint pale light. They are innumerable; superior to the number of the people of the earth. How I look at them before I go to sleep to rest my limbs! and they watch over me like guardian angels. When I look at one of them, I fancy it to be Anna's star, and dream of her as I gaze lovingly on it; and it is like a pleasant vision.

In this fanciful vision I sometimes dream, not in a sleep, that when her face is pale like snow, shone upon by something invisible, I think that the moon and stars smile on her with their cool beams on her cold countenance. Many a simple child looks on the stars and fancies that his dear parents, whom he has lost, have gone, each to one of the stars.

The sun sits in his throne of inestimable glory, and he shares his self-illuminated light with Queen Moon, and they are surrounded by countless millions of stars.

The stars are mentioned in the New Testament.

The stars are now shining over Anna's grave, where she now rests in peace. Sweet rest! her rest is strewed with fragrant flowers. Like the stars, which we look with love upon, that pass away one after another till we see none, our friends, one after one, go down to their grave of rest till we see them no more.

But oh! in Heaven our eyes meet them again with gladness. So we shall see them face to face, at the last day, when Jesus shall call us from the dead.

At the day of resurrection we shall see *Him* sitting on the throne of glory at the right hand. He shall divide the righteous on the right hand from the wicked on the left.

Who will not want to be at the right hand at the day of judgment?

ANNE S———.

THE STORY OF WILLIAM TELL.

A great many years ago Switzerland was conquered and oppressed by the Austrians for a considerable time. The Duke of Austria was named Albert. He was much rejoiced at getting possession of Switzerland, and added it to his empire. The Emperor sent some of his favorite men to be rulers over the mountainous country. The rulers were tyrants, and oppressed the people all their lives in very cruel and wicked ways.

The people in Switzerland were much dissatisfied with the oppressive government of the Austrians, and took counsel secretly among themselves to revolt against it. They completed their plans of saving their unhappy country from the oppressors.

While one of the tyrants ruled over the country—his name was Gesler; he was a wicked man, and he used to send his soldiers to take away property and cattle from farmers, or to expel the farmers from their homes—the soldiers saw a yoke of nice fat oxen ploughing in a field, and were tormented with a desire to kill the oxen and then eat the flesh. But the farmer, who was ploughing with the oxen, saw them, and privately escaped from them into a mountain. His name was Arnold.

Some of the soldiers entered the house and saw Arnold's old father, and treated him badly. They took an iron stick, and then put it into a fiery stove; they heated it red, and then put it into the old father's eyes. The sight of the old man was extinguished. He trusted in his true God, and used to speak, hoping Switzerland would soon be independent of the Austrian government.

Some of the people, who were patriots, escaped from their homes, and lived on the mountains. They found William Tell among them, and made him a captain to fight for their freedom.

William Tell was twenty-eight years of age when he left his home with his beautiful young child, and started on foot to the capital, where Gesler lived and ruled the country.

Gesler set his cap on a pole, in honor of the Emperor of Austria. So he ordered the people to bow down to pay the cap much respect. All the people did so but William Tell, and passed by the pole. Gesler noticed his behavior, and it made him very angry with William Tell. Then he sent some soldiers to take Tell for punishment. Gesler spoke, scolding him with anger; but Tell felt no dismay, and made a firm reply to him. He told Gesler that he liked to obey the Emperor of Austria well, but he did not approve of Gesler according to his actions. Then Gesler held his peace and formed his plans to kill him. He ordered the child of William Tell to stand by a large tree. The child's face was covered with a handkerchief, and he stood still. An apple was set on his head. Then William Tell was forced to shoot an arrow into the apple over the child. Before going to shoot he knelt down and prayed to God to help him to send the arrow to the apple and not hit the child. Then he shot at the apple without hurting the child. The child was released from danger and again de-

livered to William. But soon afterwards Tell was arrested again and taken to prison, where he was confined for a long while.

Then Gesler and his soldiers took him across a lake. While they were all in the boat, in the middle of the lake, the clouds became black, and the wind blew the boat about the waters. Gesler and the soldiers were much frightened, and none of them could steer the boat towards the shore.

William Tell was an excellent boatman, and, released from being bound with fetters, he steered the boat through the waves, and immediately leaped from it. He pushed it away from the shore with his right leg. Gesler and the soldiers were much troubled, and several lost their lives. The others made some attempts to steer the boat immediately to reach the shore safely, but they could not do so. When they were coming towards the shore, Tell took aim at Gesler and discharged a sharp-pointed arrow into his body. Gesler's body was hit and he shed much blood in the boat, and finally he died.

The news came among the people, and they were much rejoiced at their freedom when Gesler died of the wound.

The Austrians used to wage many wars with the people, who were commanded by William Tell. Tell made many successful conquests over the Austrians, and drove them out of his native country. Switzerland made peace with Austria.

Some years afterwards, it was a very warm day, and the sun warmed the ice among the mountains, and the ice melted and was made into water. It suddenly fell down into a river, and the river was overflowed with water. The waters waved terribly up and down along the river.

William Tell saw a little girl falling into the river and floating on it. He rushed with anxious courage to save her from the river, and dived into the waters. He swam against the waves and endeavored earnestly to catch the girl and bring her in safety. But the waves advanced furiously on him. He began to grow tired of swimming, and finally was drowned.

The people shed many tears, and mourned for the brave hero because he lost his life in the river.

A small monument was erected on the coast where Tell had formerly tried to save the girl's life.

Tell was long remembered.

JAMES H———.

SUBSCRIPTIONS.

James C. McGuire	$100
William H. Edes	100
William W. Corcoran	100
George W. Riggs, jr	100

DONATIONS.

George W. Keating: Three turkeys at Thanksgiving, 1861; three barrels of apples.

Names and residence of pupils.

DEAF MUTES.

Nancy A. Batt, Georgetown, D. C.
R. Allen Beedle, Washington, D. C.
Julius Bissett, Sandy Hook, Maryland.
David Blair, Clear Spring, Maryland.
William Blood, Washington county, D. C.

John L. Brewer, Georgetown, D. C.
Marietta Chambers, Fort McHenry, Maryland.
Robert S. Collins, Georgetown, D. C.
Florence L. Dammam, Baltimore, Maryland.
John Fogerty, Washington, D. C.
James Henry, Washington county, D. C.
Charles A. Hughes, Washington, D. C.
Hannah M. Hughes, Washington, D. C.
Mary M. Ijams, Ijamsville, Maryland.
Richard P. Ijams, Ijamsville, Maryland.
Conrad Ingledeign, Baltimore, Maryland.
Annie Jenkins, Baltimore, Maryland.
Andrew J. Lambdin, Baltimore, Maryland.
Joseph H. Linton, Baltimore, Maryland.
Margaret Maher, Baltimore, Maryland.
Mary B. Nailor, Washington, D. C.
Virginia A. Patterson, Fort Delaware, Delaware.
Ann Eliza Paul, Georgetown, D. C.
Anna A. Peabody, Washington, D. C.
William Peacock, Baltimore, Maryland.
John Quinn, Washington county, D. C.
Emma J. Speak, Washington, D. C.
Aaron B. Showman, Rohrersville, Maryland.
Ann Szymanoskie, Washington county, D. C.
Thomas J. Sprague, Baltimore, Maryland.
Henry C. Wentz, Union M. H., Maryland.
Joseph White, Washington, D. C.
John Williams, Washington, D. C.
Isaac Winn, Washington county, D. C.

BLIND.

Bridget Broan, Georgetown, D. C.
Mary M. Donaldson, Washington, D. C.
Eliza A. Gibbons, Washington, D. C.
John T. Gilman, Washington, D. C.
Daniel O'Conner, jr., Washington, D. C.
Francis T. Seyes, Georgetown, D. C.

REGULATIONS.

I. The academic year is divided into two terms—the first beginning on the second Thursday in September, and closing on the 24th of December; the second beginning the 2d of January, and closing the first Wednesday in July.

II. The vacations are from the 24th of December to the 2d of January, and from the first Wednesday in July to the second Thursday in September.

III. There are holidays at Thanksgiving, at Easter, and the Fourth of July.

IV. The pupils may visit their homes during the regular vacations and at the above-named holidays, but at no other times, unless for some special urgent reason, and then only by permission of the superintendent.

V. The bills for the maintenance and tuition of pupils supported by their friends must be paid semi-annually in advance.

VI. The charge for pay pupils is $150 each per annum. This sum covers all expenses except clothing.

VII. The government of the United States defrays the expenses of those who reside in the District of Columbia, or whose parents are in the army or navy, provided they are unable to pay for their education.

VIII. The State of Maryland provides for the education in this institution of deaf mutes whose parents are in poor circumstances, when the applicants are under twenty-one years of age, have been residents of the State for two years prior to the date of application, and are of good mental capacity.

Persons in Maryland desiring to secure the benefit of the provisions above referred to are requested to address the superintendent of the institution.

IX. It is expected that the friends of the pupils will provide them with clothing, and it is important that upon entering or returning to the institution they should be supplied with a sufficient amount for an entire year. All clothing should be plainly marked with the owner's name.

An exception to the above regulations is made in the case of indigent pupils from Maryland, who are clothed by the institution.

X. All letters concerning pupils or applications for admission should be addressed to the superintendent.

REPORT

OF

THE BOARD OF METROPOLITAN POLICE.

The Board of Police consists of—

Commissioners.

ZENAS C. ROBBINS, *President.*
JOSEPH F. BROWN, *Treasurer.*
GEORGE S. GIDEON,
WILLIAM H. TENNEY,
SAYLES J. BOWEN,
AND MAYORS OF THE CITIES OF WASHINGTON AND GEORGETOWN.

Secretary of the Board of Police.

THOMAS A. LAZENBY.

Property clerk of the police district.

GEORGE R. HERRICK.

Superintendent of Police.

WILLIAM B. WEBB.

To the honorable the Secretary of the Interior:

The board of police for the metropolitan police district of the District of Columbia begs leave to submit its annual report of the condition of the police within the said police district, in accordance with the twenty-fourth section of the act approved the 6th day of August, 1861.

The police force consists of 1 superintendent, 10 sergeants, 150 patrolmen; of these, 121 are on duty in the city of Washington, 19 in Georgetown, and twenty in the county of Washington; one hundred and thirty-nine men are on foot, and twenty-one mounted.

The board has found it necessary to designate in several of the precincts certain of the men to do duty as subordinate officers, under the name of roundsmen; these are twelve in number; the details for special duty, which will be explained hereafter, amount in all to eleven; the absence, from various causes, such as sickness, absence with leave, absence without leave, suspensions, &c., will average at least six, so that the actual condition of the force may be stated thus:

Officers.

Superintendent	1	
Sergeants	10	
Roundsmen	12	
	—	23

Detail	11
Absences	6
Patrol	121
	161

It will thus be seen that the entire number of men on patrol in the whole district is one hundred and twenty-one. The population of the District, as shown by the census of 1860, is 75,080; and comparing the population with the number of officers as shown by the last statement, it will be seen that there is one policeman to every 625 inhabitants. There can be no doubt that during the past year there has been an average population of one hundred thousand people, exclusive of soldiers, at least, and sometimes largely more, within the police district, so that there has really been not more than one policeman to every 1,000 of the population. And just here it may be well to note that this population is not only transient in its character, but largely composed of the very worst and most disorderly class of residents from other cities. It is estimated that a fair proportion is one police officer to every 500 inhabitants, but this estimate is made for densely peopled communities, and would be no fair criterion for a district in which the population is spread out and scattered as within this metropolitan district.

The great object of a police force must be the prevention of crime; and this object can only be gained in proportion as the district is carefully patrolled and guarded in every part by the frequent, almost constant, presence of the officers, and to this end a large force is needed. As the result of experience, the board is satisfied that, to be as thoroughly guarded by police as it should be, the police district should have at least three hundred officers. Of course, this force could be decreased whenever the exigencies of the case warranted it. In this connexion the board is enabled to furnish some statistical information touching the city of Washington, at least, that may serve to illustrate the necessity to which they refer. In the city of Washington there are 127 streets and cross-streets, measuring $230\frac{14}{100}$ miles, and, together with the alleys, $307\frac{14}{100}$ miles; the building squares, as numbered on the surveyor's plat, are 1,170, affording capacity for a population of 389,456 persons. Besides this, there are within the limits of the city public grounds and reservations covering an area about one-fourth as great as that of the building squares already referred to. Taking this data, then, and making such an arrangement of the beats of the police officers as experience teaches is the best to secure a guard, it will be found, after making due allowances for the unimproved or open portions of the city, that the city alone will require at least 545 police officers, and that then each officer will have a beat over half a mile in length. But when it is considered that in all these calculations allowances must be made for sickness, absences from other causes, double beats, where it would be dangerous to send one man alone, and details, it will be found that the average beat will become much larger, and in the end it will be found that, even with a so largely increased force, the city alone would not be overstocked with policemen. The board does not wish to be understood as recommending any so expensive an experiment as that indicated: it only desires to show, by contrast, how very much below the real wants of the district the present force is, with the hope that the legislature may be induced to do something towards supplying the deficiency. At present, it is estimated that each patrolman must guard about four miles of territory, sufficiently inhabited to require constant vigilance; of course, this is simply impossible, and it is not attempted. The best is done that can be under the circumstances, and the work of the police for the year, as shown by the tables annexed, is herewith submitted.

The government employs in the various departments and public buildings between ninety-five and one hundred watchmen and police officers, at a cost of from sixty to seventy-five thousand dollars. This force is entirely independent of the metropolitan police, and has no connexion therewith, and the board is not advised what arrests, if any, are made by the men thus employed, or under what regulations they are controlled; of this, however, it is satisfied that both the number employed and the amount expended in their support are such as to merit some supervision of their labors. It is respectfulty suggested that it might be well to inquire whether the duties devolved upon this class of officers cruld not be better performed under such discipline and regulations as the board of police has adopted for the government of its force.

It is worthy of note that of all the officers of the government the policeman is the worst paid. This is due, in some measure, to the fact that his office has been heretofore, in the community, held in somewhat low estimation. In other communities a most remarkable reform in public sentiment, in this respect, has taken place, and it is time we had felt something of it here. That reform is based upon the recognition on all hands of the fact that, since the lives and property of the whole community are in a most especial manner intrusted to the police officer, it is a matter of some consequence that that officer should be worthy of the trust so imposed upon him. To the police officer, at all seasons, but most particularly at night, when we are asleep, we intrust the guardianship of our property and the protection of our lives; indeed, in proportion as the city is well guarded by policemen do we feel safe. It needs no argument, then, to demonstrate that it is better to intrust this guardianship to a man of respectability, integrity, honesty, and worth, than to one who is but little, if any, above or superior to the thief or murderer against whom we desire protection. Nor is this all: the office of policeman is surrounded with temptations, against which he must be proof, or he becomes from his very position the worst enemy of the community. Besides, the police officer is to be ever vigilant and on the alert; he must face every danger, even though his life be threatened, as it is at almost every turn; and all this, too, at the risk of losing the place he holds if he fails to do his whole duty. It must be evident that there is but one way in which the services of good men, men proper for such positions, can be obtained. The office must be worthy of their acceptance, or, in other words, the pay attached to it must be such as to secure good men, and retain them when once secured. In the outset the board of police had the good fortune, as far as the interest of the police force was concerned, to find such a condition of affairs that they had no difficulty in obtaining good men, and all their appointments since have been of the same character—a fact that all acknowledge is due to the circumstances surrounding the country, rather than to the eligibility of the officers themselves. This does not change the principle, however, and there is no saying how soon a change in affairs may drive the board of police back to a choice of men, such as it must be compelled to make for the office as it stands. The government pays the police officer of the Capitol $1,100 per year; a watchman in a department, from $550 to $600; a messenger, $840; assistant messenger, $700; laborers, $600; and lamplighters, $600. The metropolitan police officers are paid—the sergeant, $600; and the patrolman, $480; and it is worthy of note here that the sergeant, who is the officer in command of the police precinct, is, by the very nature of things, compelled to keep careful records and make regular reports at frequent intervals of anything that takes place in his precinct. No comment is needed upon this state of things. Unless it can be made evident that the interests intrusted to him, or work done by him, is more insignificant than that of the other officers mentioned, it is a simple act of injustice to make the distinction against the policeman.

The annexed tables show the number of arrests made during the year, with their various classifications, and such particulars with reference to the property

recovered and other work done by the police force as the imperfect working of a system so entirely new and untried as the present renders it possible to exhibit. From the nature of things, there has been a much larger amount of crime and disorder in the District during the past than in any former year, but the board is satisfied that this has been greatly less than it would have been without the presence of the police force. Indeed, it is not too much to say that the city has really been more quiet, due allowance being made for surrounding circumstances, than the most sanguine of our citizens could have hoped.

The discipline of the force has been maintained by pursuing a rigid course of investigation into every act of misconduct charged against the officers. In cases of offences committed by officers, both the law and the regulations make provision for a fair trial after notice to the officer, allowing him sufficient time to prepare his defence. One hundred and four cases have been tried by the board during the year, with the following result: In thirteen cases the police officer has been dismissed, in thirty-eight reprimanded, and in nine fined; in thirty-nine cases the complaint has been dismissed, and in five cases the officer has resigned pending the charge. The board has been a good deal embarrassed in their action in this regard, because the insignificance of the pay of the men already shown precludes the possibility of imposing fines by way of punishment. The only other remedies are dismissal and reprimand. The latter has been found of little or no effect; and in many cases where a fine would be, it is satisfied, a sufficient remedy, the board has been compelled to dismiss the officer.

In the original act creating the police department, among the duties of the board of police is enumerated the following: "to remove nuisances existing in the public streets, roads, alleys, highways, and other places." This very general provision was decided to mean simply the enforcement of such existing local laws as had reference to the subject mentioned, and not that the board of police could expend any portion of the appropriation made "for the purpose of carrying the act into effect," in cleaning the streets, &c., of the District. It must be evident, however, that something special was designed, and the board at an early period turned its attention to the matter in question. A detail was made of six officers, the District divided into sanitary districts, and an officer placed in charge of each. Of course, only such measures could be taken as the existing laws placed within reach of the board, and whenever either those laws were defective, or the provisions made by the corporations were insufficient, it has been impossible for the board to do anything. The annexed statement will show what has been done:

Nature of complaint.

Filthy alleys	116
Filthy gutters	51
Traps of sewers	15
Stagnant water in lots and cellars	45
Broken and choked sewers	7
Foul and leaking privies	67
Piles of rubbish	60
Filthy slaughter-houses	3
Offal and filth in streets and alleys	137
Filthy hogpens	60
Dirty yards	19
Manure and ash heaps	87
Defective pavements	5
Stables and cowpens filthy	6
	678

These complaints have been attended to in every instance by notices served by the officers of the sanitary details under the law controlling the subject, and with the result following:

Abated by citizens	510
Abated by commissioner of improvement of the city	93
Abated by the government	9
And there remain requiring attention from the local authorities and individuals	66
	678

The amount of fines collected of parties prosecuted for committing nuisances has been $103 22. Besides the above, there are reported from the city of Georgetown —— cases of complaint attended to in that city, under a set of city ordinances differing entirely from those controlling the city of Washington. The foregoing does not include a very large amount of work done by the men, of which there is and can be as a matter of course no record. With all the vigilance, however, that can be exercised, it must be apparent to every one that as long as there is comparatively no under drainage in the cities of Washington and Georgetown and a most inadequate supply of water, the removal of nuisances can be only done approximately, never entirely.

The above-named detail for sanitary duty, together with other details required for clerk service in the central office, where by law sundry records are required to be kept, and for the keeping of which no clerks are provided, and for other special police duty, constitute the details mentioned heretofore.

The late act of Congress makes provision for a sanitary company to be selected from the force, and will of course make a permanent reduction in its members, but it defines the duties of that company, and to that extent makes sure that which was so indefinite before, and it is hoped will thereby render the duties less difficult of performance. A detective corps has by the same act been added to the force, and a very great improvement made. This force has been a short time only in operation, but has nevertheless already accomplished much towards ridding the community of professional and known thieves.

The act of Congress makes it the duty of the corporations of Washington and Georgetown to provide suitable station houses and accommodations for the police force. As yet this has not been done, the present accommodations being very temporary and insufficient. The board has made application to the respective councils, and its communications are now before these bodies, and it is hoped that a response making some suitable provision will soon be accorded.

Experience has taught the board that nothing more conduces to the proper and perfect working of any system of police in a community than subordination and responsibility to one independent head. The experiment of the past year, though made under the most trying circumstances, has proved that with a board of police, independent of all popular control, and armed with such rules and regulations as when rigorously enforced will command obedience from all subordinates, a police force can be organized and maintained, which becomes a most powerful engine for good, if for no other reason, simply because of the respect it commands from the community at large. It is found that everything depends upon the morale of the officers composing the body of police, and it is out of the question to maintain this unless the men are made to understand and feel their responsibility to a head entirely independent of and beyond their control. But it must be evident that as long as there are in a community several different bodies of police, some irresponsible, and others responsible to different heads, there can never be a fair trial of that system so generously furnished by Congress to this police district. There are in this district, the growth of many years under an old system, a large number of men holding commissions as constables,

and thereby clothed with full police powers, who are responsible to no head and entirely independent of any control on the part of this board; there is also a small body of city police officers whose services are made necessary by the provisions of the original law creating the police district; these officers are responsible to a head deriving authority from the city government, but are independent of the board of police; to these classes may be added the one already referred to as having charge of the several departments and public buildings, who, as far as the board is advised, are wholly irresponsible. What the board would respectfully recommend is, that all of these officers shall be made in some way responsible to the board, so that the board of police shall be what it was evidently intended to be, the sole head of police in this district. Besides this recommendation the board would make the following:

First. An increase of the force and a consequent reorganization, making provision for offices of different grades other than those now allowed by law, and including in that number a deputy superintendent, or one or more inspectors of police, and the adoption of the suggestions made in this report respecting the pay of the police in each of the different grades.

Second. A provision for clerks sufficient in number, and the board think there should be at least three, to perform the necessary office-work of the department.

Third. And they would further recommend some such legislation as will either enable the board of police to appoint and control all of the various grades and kinds of police, or officers having police powers within the metropolitan police district, or as shall require such officers to report and be responsible to the said board.

In connexion with this its annual exhibit of the condition of the police district, the board deem it not amiss to invite attention to some matters having a direct bearing upon the treatment of crime and criminals within that district. The condition of the jail of the county has been so frequently the subject of report and comment that it is not necessary even to refer to it here. The board is not advised that there has been any very recent improvement in its condition. Since the last session of Congress the penitentiary has been taken by the government, and is no longer used as a prison. There is, therefore, really no place of confinement for criminals in our District, except the jail referred to above, the condition of which has been for years the subject of the most constant and bitter abuse. It has been suggested that, as the act of Congress known as "the penal code" of the District of Columbia, prescribes as the punishment for most offences "imprisonment and labor in the penitentiary for the District of Columbia," that until some other place of punishment is provided by law, or some other mode of punishment ordained, such offenders must go unpunished, there being no place known to the law in which they can be punished. The only place of confinement for offenders against the local or corporation laws are the workhouses belonging to the two cities of Washington and Georgetown. The workhouse for Washington city is attached to and forms part of the public almshouse, and is entirely insufficient for the purpose for which it is designed. In Georgetown the same charge of insufficiency may be made. Both of these buildings were erected to meet the necessities of the people some years ago, and are of course unsuited to the very much increased population of this time. Not to dwell upon this subject, it may be safely said that there is no community in this country so inadequately supplied with prison accommodations as this, and none in which ample provision is more needed. The board refrains from making any recommendation, as the matter is one so recently under the consideration of Congress that it is satisfied the deficiency must be soon supplied.

There is nothing so much needed in the District, however, as a reform in the present system of petty criminal tribunals, and the trials of offenders for the lesser offences. A number of justices of the peace, clothed with the power of examination into matters of crime and commitment where the case seems to

require further investigation, compose these tribunals and perform these duties. By this means almost every case of a misdemeanor or petty offence, where the charge is made out, is sent to the criminal court, and that tribunal thereby burdened with an immense amount of business that ought never to find its way into a court of such character. Nor is this all. The government has to pay the greatly increased expenses attending this mode of trial of such causes, and the community is deprived of the benefit that always arises from a speedy trial and punishment of offenders against the law. Under the present system each case must go to a grand jury, and thence to a petty jury; the prosecuting attorney must be paid his legal fees, and each witness the fee allowed him by law. Such cases form the larger part of the dockets of the criminal court, and consequently of the expense incurred in maintaining that court. The magistrate having power only to commit or take bail, of course the punishment of the criminal is delayed until the cause can be reached and tried in the court to which it is sent. Sometimes months elapse before this can be done, and not unfrequently the witnesses have removed from the District; and, again, sometimes the preliminary confinement in jail is of itself a greater punishment than the law allots to the offence committed by the criminal. But, worst of all, the punishment follows the crime so tardily that it is deprived of all value as a warning to other offenders. The board is confident that could such a reform be effected as would cause punishment to follow at once the commission of crime, there would be an immediate and permanent diminution of crime in this police district. This can only be done by the establishment of such courts for the trial and final adjudication of this class of cases as exist in other communities. Over these tribunals such men must be selected to preside as will command the respect of the community; and the pay attached to their office must also be such as will guarantee men of the highest intelligence and integrity. As long as the emoluments of a judicial office are derived from fees, there will, as a matter of course, be a strong temptation on the part of the officer holding the position to multiply cases and costs; and, under the present system, the board are satisfied that an immense expense is incurred that will be saved by the reform proposed.

An eminent writer, treating of the police and thieves of London, holds the following language, which is deemed so appropriate to the matter referred to that the board will be pardoned for quoting it:

"If the machinery for preventing and detecting crime has so vastly improved within this present century, the same may be said for the method of dispensing justice. Up to as late as 1792 the magistrates of Bow street (the first police office as it was then termed) were paid in that most obnoxious of all modes, by fees, which were often obtained in a manner so disgraceful, that the magistrates got the name of 'trading justices' and 'basket justices.' The 'basket justices' were so called because they allowed themselves to be bought over by presents of baskets of game. These enormities were so glaring that, according to Townsend, they at last led to the police bill; and it was a great blessing to the public to do away with these men; for they were nothing better than the encouragers of blacklegs, vice, and plunderers. There is no doubt about it." * * "The police courts may be likened to so many shafts sunk in the smooth surface of society, through which the seething mass of debauchery, violence, and crime are daily bubbling up before the public eye." * *

* * * * * * * * * *

"With the common people, with whom these institutions have mainly to deal, justice should be dispensed with a regard to appearances; there should be the formality of the superior courts, and somewhat of their show. A magistrate sitting in a plain black dress, like an ordinary gentleman, and a lawyer dispensing justice in his wig and gown, are two very different things to the lower classes, whatever they may be to educated persons; and the want of all official

costume, and the huddled style of doing business inseparable from the present confined space, is not calculated to inspire the people with much respect. The police should, at least, be put upon a level with the county courts. The latter have to deal with less momentous interests. Questions of paltry debt cannot be put in comparison with questions involving the liberty of the subject; the power of committing to prison for six months, with hard labor, is far more important than that of adjudicating in money disputes under five pounds. It is not enough that justice is administered; it is the opinion which the people have of it that produces the effect; and until the judgment seat is rendered dignified, and those who sit on it are clothed with the habiliments which distinguish the magistrate from the man, the law, by losing most of its impressiveness, will lose its moral power over delinquents. The vulgar terror of punishment may remain, but the lesson which is conveyed to the feelings by the solemn stateliness of the tribunal is entirely gone."

RECAPITULATION.

The whole number of arrests for the year has been 22,207. Of these, 19,052 were males, 3,155 females; 16,417 could read and write, 5,790 could not read or write; 8,725 were married, 13,482 were single.

The offences may be classified as follows: Offences against property, 4,968 males, 521 females; offences against the person, 14,133 males, 2,585 females.

THE DISPOSITION OF CASES.

Of the cases reported, the following disposition has been made: 983 sent to jail, 6,071 dismissed, 439 gave security to keep the peace, 4,522 were turned over to the military authorities, 1,521 were sent to the workhouse, 450 gave bail for court, and 872 cases were returned "not disposed of," or "held for further hearing." Upon the morning reports, 254 cases were disposed of by the infliction of some slight punishment at the time, and are registered under the head of miscellaneous.

Besides the above, fines have been imposed in 7,095 cases, amounting, in all, to $32,532 46, as follows:

Washington city, including a portion of the county	$27, 750 33
Georgetown, including a portion of the county	3, 532 13
For selling liquor to soldiers, imposed under the act of Congress	1, 250 00
	32, 532 46

PROPERTY RECOVERED.

At the organization of the department it was found impossible so to keep the records of the property recovered in various ways by the force, as to show with the accuracy essential to a report like this the disposition made of that property. By the appointment of a property clerk, and the adoption of a system of reports and records, that difficulty has been remedied, and a perfect exhibit can now be made of the disposal of every article of property coming into the hands of the officers. But as, for a considerable portion of the year, the report in this regard would necessarily be somewhat indefinite, it is thought best simply to state that the whole amount of property which has been received into the department and disposed of in various ways is $106,761 39.

INCIDENTAL DUTIES OF THE DEPARTMENT.

Under this head are reported: 3,250 destitute persons furnished with lodgings, 351 sick and indigent assisted, 34 fires attended, 31 lost children returned to their parents or guardians.

Z. C. ROBBINS,
President Board of Metropolitan Police.

REPORT

OF THE

WARDEN OF THE PENITENTIARY.

OFFICE OF INSPECTORS, U. S. PENITENTIARY FOR DISTRICT OF COLUMBIA,
November 1, 1862.

SIR: The inmates of the penitentiary during the past year have been highly favored with good health. There have been but few cases of sickness, and those of an unimportant character. No death has occurred.

The improved healthiness of the penitentiary may be ascribed to two causes: First, the draining of the low, marshy ground immediately east of the building by the present energetic commandant of the arsenal; and, secondly, to the cleanly condition of the convicts and their apartments, and the entire freedom from all impurities of the building and grounds. The food is of the cheapest kind, and with scarcely any variety, as required by law; but it is good and substantial, and imparts health and strength to the consumer. Appropriate means have been provided for the moral and religious instruction of the convicts, and the usual Sabbath services have been regularly continued, and elicited the most respectful and apparently anxious attention. It may be that these efforts to awaken their consciences, and impress them with a proper apprehension of their moral and religious obligations, have had some, if not a material, effect in producing the subordination and order that have recently characterized the conduct of the convicts. They have been obedient and manageable, and given but little, if any, trouble to those who superintend them. Their daily tasks have been performed with a light and cheerful spirit, and there has been but little exhibition of ill-temper or dissatisfaction. The admirable discipline observed is calculated to foster and promote this satisfactory condition among the convicts; for, whilst it is rigid and imperative, the sympathetic claims of humanity are recognized, and temper its enforcement with such a degree of kindness as to divest it of even the semblance of harshness. No similar institution could be conducted with more regularity, system, and order than has of late been preserved in this establishment. Idleness has been a stranger to it, and every one has been kept actively employed. Occupation is not only a relief to those confined in prison, but prevents them from devising plans for escape and exhibiting a turbulent and unruly spirit. It gives them industrious habits, which, when they are again turned loose upon the world, will prompt them to rely upon their own exertions for a living, and not to resort to dishonest practices, which in so many instances have branded them with the infamy of a convict.

Having so recently entered upon the discharge of our duties as inspectors, we are not prepared to make any recommendations calculated to increase the revenue arising from the products of the labor of the convicts, or to diminish the expenses of their support.

Material has greatly enhanced in value, but labor does not receive a corresponding remuneration.

If there was a just proportion between the cost of material and recompense to labor, the profits on the products of the penitentiary would greatly diminish its expense to the government. Convict labor is vastly undervalued, not merely because of a prejudice in the public mind against it, but likewise because of the comparatively little cost of supporting it. The products of the penitentiary, therefore, cannot be sold for their intrinsic worth; but still, with this odds against them, if there was a sufficient demand to keep all hands occupied to furnish a supply, the profits arising from them would go far towards relieving the government from the burden of its support. Of course, to attain so desirable an end, it would likewise be necessary to prevent all abuses, whether wilful or of neglect, and to institute a rigid system of economy and accountability. We are not prepared to say, from the little observation we have been able to make during the brief period we have had charge of the penitentiary, whether there has been any laxity in either respect, and we have been unwilling to make any changes until our experience should enable us to do so judiciously, without incurring the risk of inflicting injury in our efforts to accomplish good. The act of Congress entitled "An act concerning the government and discipline of the penitentiary in the District of Columbia," seems to have contemplated that it should, if possible, sustain itself, and be a source of profit to the government. This is utterly impracticable, as must be obvious on the slightest reflection.

There are but few convicts, on entering the penitentiary, who have trades or other useful occupations, and even those few, with but rare exceptions, cannot be made available, owing to the description of work that is carried on in the establishment. It follows as a consequence that nearly all the convicts have to undergo an apprenticeship in acquiring the knowledge that is to render them useful, and before they attain that degree of perfection, about one-half of the period of their sentence, in by far the greater portion of the cases, has expired. In the mean time they have been an expense to the penitentiary without making the slightest return, and during the residue of their service the proceeds of their labor amount to but little more than the current cost of their support. There are other causes that tend to prevent the institution from being self-sustaining—such as the waste and destruction of material, which is unavoidable with persons learning a trade, despite the caution and vigilance that may be exercised over them. So far as our inquiries have extended, we have been unable to learn of the existence of any similar institution that is self-supporting, and it can scarcely be expected that in this city the penitentiary would be able to support itself, where there is scarcely any commerce and but a poor market for the purchase of the material used or the sale of articles manufactured. Whilst it may not be made a self-supporting institution, there can be no just reason why it should be an expensive concern to the government. We believe, by the adoption of proper measures, though it may not realize the original intention of Congress, that the cost of its support to the government could be reduced to an inconsiderable sum, of which there would be no disposition to complain.

During the year ending September 30, 1861, the excess of expenditures over the profits amounted to $16,653 28. During the year ending 30th September last the excess was $8,699 06, showing a difference of $7,954 22 less than the preceding year, notwithstanding there were one hundred and two soldiers imprisoned in the penitentiary under sentence of courts-martial, who were pardoned after having been confined on an average of one hundred and thirty-five days.

Their support and clothing during their imprisonment cost about three thousand dollars, an expense not properly chargeable to the penitentiary, but which it had to bear.

This sum, therefore, in fairness, should be deducted from the excess of expenditures for the year, which would leave the profits of the establishment

$5,699 06 short of the cost of its support and maintenance. In another year it is believed, by pursuing the systematic and economical management observed last year, that the profits will be sufficient to meet all the expenses excepting the compensation of officers.

The penitentiary building and enclosure occupies an acre or two about the centre of the arsenal grounds, and the War Department for several years has been anxious for its removal.

Owing to the rebellion, there has been a necessity for the accumulation at the arsenal of arms and munitions of war to an almost unlimited quantity, and there were no means of storing them away in security. Hence it became a military necessity to take possession of the penitentiary for the protection of this costly and dangerous public property, and in accordance with directions from the War Department the building was vacated and turned over to the commandant of the arsenal.

The prisoners, as you are aware, were transferred to the penitentiary near Albany, New York, where it is presumed they will remain until a suitable building has been provided for them in this District.

The loss of the building as a penitentiary is not much to be regretted, as it was badly located and unsuited in almost every respect for such a purpose.

We cannot permit ourselves to doubt but that Congress will, at an early period of the approaching session, make ample provision for the erection of a large and commodious edifice for a penitentiary on some eligible site, with the necessary workshops, embracing the modern improvements for heating, lighting, ventilating, and supplying with water, which conduce so much to the safety of a building and the health of its inmates.

The act for the punishment of crimes in the District of Columbia (United States Statutes at Large, vol. 4, fol. 448) provides that all capital felonies and crimes, except murder, treason, and piracy, and other felonies, misdemeanors, and offences for which punishments were defined by law before the passage of the act, shall be punished by imprisonment and labor in the penitentiary for the District of Columbia for periods ranging from one to thirty years, and in certain cases, on the repetition of the offences, during their natural lives. Unless we have a penitentiary of some description in the District of Columbia, it appears to us that our criminal laws, as they now stand, cannot be executed. Some legislation will be necessary to correct this perplexing state of things, even though it be temporary, and we trust, from the importance of the subject, that Congress will give it early attention.

We submit herewith the reports of the officers of the penitentiary, a statement of the receipts and expenditures, and a copy of the journal of convicts, all of which contain much interesting information in detail, and which we are required by law to report.

Very respectfully, your obedient servants,

WM. GUNTON,
THOS. DONOHOE,
JOHN B. BLAKE,
Inspectors.

Hon. CALEB B. SMITH.
Secretary of the Interior.

UNITED STATES PENITENTIARY,
Washington, D. C., October 26, 1862.

GENTLEMEN: It is now my duty to make my annual report, and I must say that I am unable to make such a report as I anticipated I should be able to do one year ago. From the time that I entered upon my duties up to the time I made my last report, I did my best to furnish the prisoners with tools and such

employment as I could employ them at best, thinking that by a perfect system of business and judicious management I should be able to report on this day that for the past year this institution had been a self-sustaining one, excepting the salaries for guards; but for reasons beyond my control it has not. The report will show how near. The unpleasant state of feeling that has existed until the last few months, and the willingness that some have had to annoy and embarrass me in my business transactions, rather than aid me and to inquire in a friendly way into my affairs, and be willing to hear some explanations of the outside rumors, preferring to take in wholesale to the department and executive, has made it anything else but a pleasant place. The conduct of the prisoners, with some few exceptions, has been good, and as a general thing they have done their duties in the workshops in a cheerful and willing way. I have made it a point in all cases, as soon as prisoners could make good work, to give them a reasonable task, and to allow them twenty cents per pair of shoes for over-work, if they all passed inspection. This has not only encouraged the well-disposed to labor harder than they otherwise would, but stimulated the evil-disposed to do something for themselves, and many have been enabled to let their families draw from me this small fund, which has helped them to support themselves.

Although many differ with me on this point, yet I must say, from my short experience, there is nothing lost but much to be gained in being kind and encouraging to the prisoners. Many of them are kind and good-hearted, but, in some unguarded moment, often under the influence of liquor, they committed some act which disgraced themselves, and to atone for which they were sent to the penitentiary.

The health of the prisoners for the past year has heen good, and, what is very remarkable among so many convicts, there has not one died in the prison since I have been connected with it.

As to the cleanliness, the general management, and the improvement of the institution, I hope the honorable board, although but just entered upon their duties, will pardon me in handing this part of the report over to them to give it such weight as they think it deserves.

The convict journal will show that we have had a large influx of soldiers, besides the usual number from our criminal court. Over one hundred were court-martialled and sent here, remaining only a trifle over four months, when they were pardoned. The expense of benches, tools, and the time of all our best workmen to instruct them, the waste of leather, and damage done to shoes, together with their outfit, have been great. And this institution is justly entitled to a credit for boarding, clothing, and guarding this class of prisoners, increasing our expenses to a large amount, as the figures will show.

And in conclusion I will say, that inasmuch as Congress had so kindly opened a market at the War Department for our shoes, and I had just got all other kinds of boots and shoes removed from the shop, and was concentrating our whole force in the shoe shop in manufacturing the army shoes, I regretted to have it broken up. Yet every one who is acquainted with the increase of business that was crowded upon the arsenal in its limited capacity must at once admit that the penitentiary was indispensable for its enlargement. I therefore yielded to the call made upon me, and gave it up, with all the troubles connected with it, and wait the pleasure of a wise Congress to take such measures as they may think best.

With many thanks to the honorable board of inspectors for the kind feeling they have manifested towards me during our short acquaintance, I remain, sirs, your obedient servant,

H. J. KING, *Warden.*

Hon. BOARD OF INSPECTORS.

OFFICE UNITED STATES PENITENTIARY, D. C.,
October 24, 1862.

GENTLEMEN: I have the honor herewith to submit statements exhibiting the financial operations of this prison for the fiscal year ending June 30, 1862, the nature and amount of expenditures during the business year ending September 30, 1862, and the number of convicts confined in this prison October 1, 1861; the number received, the number discharged by expiration of sentence, the number pardoned, escaped, &c., during the year; their sex, age, color, places of nativity, where convicted, crime, terms of sentence, employment, &c.

Very respectfully, your obedient servant,

CASTALIO HOSMER,
Clerk United States Penitentiary.

Hon. BOARD OF INSPECTORS.

WASHINGTON, D. C., *October* 24, 1862.

GENTLEMEN: According to the requirements of law, I make to you this annual report of the sanitary condition of the United States penitentiary for the year ending September 30, 1862.

The health of the convicts during this year has been better than for the year previous. There have been no contagious or epidemic diseases among the convicts, and there has not been the usual amount of fever and ague. I am glad to be able to state that no deaths have occurred among the convicts during the present year. I attribute the general good health of the prisoners to the good and bountiful supply of food and strict attention to cleanliness of persons and cells.

I am, yours, respectfully,

JNO. B. KEASBEY,
Physician U. S. Penitentiary.

Hon. INSPECTORS U. S. PENITENTIARY.

FEMALE DEPARTMENT U. S. PENITENTIARY, *October* 1, 1862.

GENTLEMEN: It is with pleasure that I submit to you a brief report of the affairs of this department for the past year. At the time of the removal of the convicts from this place to Albany there were only five females, all colored. Five have been discharged and two received during the year. They were employed at housekeeping, washing, ironing, and mending the clothing of the male convicts.

Owing to the unusual number of male convicts the cells of this department were used by them during the winter, the females occupying the hospital. The female department has been painted, whitewashed, and otherways repaired during the summer.

The health of the inmates has been good, and the physician has always paid them every attention when his services were required.

Generally the conduct of the females has been respectful and obedient, but in few cases they have given way to their temper and become ungovernable. At such times I have received assistance from the deputy warden. The guards have ever been ready to render me assistance when necessary.

Very respectfully,

S. L. KING, *Matron.*

Hon. BOARD OF INSPECTORS.

PENITENTIARY OF THE DISTRICT OF COLUMBIA, *October* 1, 1862.

GENTLEMEN: In compliance with law, I submit my annual report of the moral condition of this prison. During the past year I held religious services in the chapel every Sabbath, and visited the convicts frequently in the shops, cells, and hospital, conversing with them personally on the subject of their reformation. These labors were attended with happy results; many acknowledged their crimes and errors, and made sincere efforts to retrieve their lost characters. The chapel to them was a sacred place, and they delighted to engage there in divine worship. In short, the moral condition of this penitentiary is good.

Very respectfully, your obedient servant,

H. N. SIPES, *Chaplain*.

Hon. BOARD OF INSPECTORS.

REPORT

OF

THE SECRETARY OF THE NAVY.

NAVY DEPARTMENT, *December* 1, 1862.

SIR: It is due to the naval service that in this report I should, first of all, recount to you, and through you to Congress and the country, the operations and achievements of our naval forces during the eventful year which has elapsed since my last annual communication. Since the commencement of our national difficulties, four powerful squadrons have been collected, organized, and stationed for duty on our maritime frontier with a rapidity and suddenness which finds no approach to a parallel in previous naval history and which it is believed no other country but our own could have achieved. These squadrons have been incessantly maintaining a strict blockade of such gigantic proportions that eminent foreign statesmen in the highest scenes of legislation did not hesitate, at its commencement, publicly to denounce it as "a material impossibility;" and yet after this most imposing naval undertaking had been for a period of eighteen months in operation, and after its reach had been effectively extended along the entire sweep of our Atlantic and Gulf coasts, from the outlet of the Chesapeake to the mouth of the Rio Grande, the same eminent authorities, with a list in their hands of all the vessels which had evaded or escaped the vigilance of our blockading forces, could not refuse in their official statements to admit with reluctant candor that the proof of the efficiency of the blockade was conspicuous and wholly conclusive, and that in no previous war had the ports of an enemy's country been so effectually closed by a naval force. But even such testimony was not needed. The proof of the fact abounds in the current price of our southern staples in the great commercial marts of the world, and more especially in the whole industrial and commercial condition of the insurgent region. It should not be forgotten that no circumstance is wanting to attest the magnitude of this greatest of all naval triumphs. The industrial necessities and the commercial cupidity of all the principal maritime nations, armed and empowered as they are by the resources of modern invention, are kept at bay. A multitude of island harbors under foreign jurisdiction, looking nearly upon our shores and affording the most convenient lurking places from which illicit commerce may leap forth to its prohibited destina-

tion and purpose, are so closely watched as to render the peril of all such ventures far greater than even their enormous gains when successful. And finally, a vast line of sea-coast nearly three thousand miles in extent, much of it with a double shore and almost honeycombed with inlets and harbors, has been so beleaguered and locked up that the whole immense foreign commerce, which was the very life of the industry and opulence of the vast region which it borders, has practically ceased to exist.

DISTRIBUTION OF THE FORCE.

Some changes in the command of the squadrons and flotillas have taken place, and new organizations have been made during the year.

The North Atlantic squadron, guarding the Virginia and North Carolina coasts, continued in charge of Rear Admiral Goldsborough until the 5th of September, when he was relieved on his own request by Acting Rear Admiral S. P. Lee, who has since had that command.

In the South Atlantic squadron, which blockades the harbors and coasts of South Carolina, Georgia, and the eastern portion of the Florida peninsula, no change has taken place. Rear Admiral Du Pont, assigned to that squadron when it was first made a distinct organization, still remains in active and useful service on that highly interesting station.

The necessity of a division of the Gulf squadron having been stated to be necessary in my last annual report, was consummated on the 21st of February. Flag-Officer McKean retaining command of the eastern Gulf squadron, the limits of which comprised the southern and western portions of the Florida peninsula, commencing at Cape Canaveral on the eastern coast, and extending to Pensacola. On the 4th of June he was, on his own application, in consequence of impaired health, relieved by Acting Rear Admiral Lardner. This officer's health also giving way, he was compelled to ask to be relieved, and Commodore Theodorus Bailey has been appointed his successor.

The western Gulf squadron guarded a coast which, commencing at and including Pensacola, extended westward to the Rio Grande, and was, from a variety of causes, one of the most important and responsible commands ever intrusted to a naval officer. From the harbors and rivers subject to that blockade there are exported in peaceful times vast amounts of cotton, sugar, and other products. Within those limits are the ocean outlets of the great central valley of the Union; and in selecting the officer who should be put in command of the squadron, regard was had to an expedition for which the department had made extensive preparation, and in which the whole government had participated, for the capture of New Orleans and reopening the navigation of the Mississippi. After scrutiny and deliberate consideration this responsible position was intrusted to Captain D. G. Farragut, in the confident belief that his courage and energy were equal to the exigency.

Besides these large squadrons on our maritime frontier, it became a necessity at an early period of the insurrection to have an organized

naval force on the Mississippi and its tributaries. On the 16th of May, 1861, Commander John Rodgers was directed to report to the War Department, which in the preliminary stages assumed the chief expense, for the purpose of initiating an armed flotilla on the western waters, and immediately entered upon his duties. Proceeding to the west, he purchased steamers which, under his supervision, were fitted, armed, and armored as gunboats, and thus was commenced the organization of the Mississippi flotilla, which a few months later made itself felt in a succession of achievements that electrified the country. But before Commander Rodgers had an opportunity of completing his arrangements and taking his vessels into action, Captain A. H. Foote was appointed to the command of the flotilla. The labors commenced by Commander Rodgers swelled into gigantic proportions under Flag-Officer Foote, whose energies and talents were exerted in creating and preparing that navy on the western waters which he soon made so serviceable to the country. Painfully wounded at Fort Donelson, he was relieved on the 9th of May by Captain Charles H. Davis, who was soon after appointed chief of the Bureau of Navigation, and in October relinquished the command. By order of Congress the gunboat fleet was transferred to the navy, and now constitutes an important squadron, under the command of Acting Rear Admiral D. D. Porter, who entered upon his duties on the 15th of October.

The active operations of the Potomac flotilla ceased, in a great measure, after the erection of the extensive rebel batteries on the Virginia shore, in the autumn of 1861. For several months the commerce on this important avenue to the national capital was almost entirely suspended, though at no time was the passage of our armed naval vessels prevented. In March the batteries were abandoned by the insurgents, and the troops which garrisoned them were withdrawn. The advance of our army towards Richmond made the duty on the Potomac comparatively light during the spring and summer. At present the flotilla is under the command of Commodore Harwood, and is rendering good service by checking illicit traffic and capturing many prisoners and no small amount of property.

The transfer of the army to the York peninsula, and its detention before Richmond, compelled the Navy Department to divert some of its gunboats and vessels destined for other service to the waters of James and York rivers. After the battle of Malvern Hill and the concentration of the army on James river, such was the condition of affairs that it became necessary to organize the vessels which had been retained to co-operate with and protect the army into a distinct organization. Captain Charles Wilkes was detailed for that duty on the 6th of July, and entered upon the work with energy; but the withdrawal of the army from the peninsula in August released the vessels which had been diverted from their original destination, and rendered it unnecessary to continue an independent organization in James river. The flotilla was therefore disbanded on the 31st of August.

The persistent and systematic attempts to violate our blockade, and furnish assistance to the insurgents in defiance of our laws, made it

necessary that specific and effective measures should be adopted to prevent those lawless proceedings. This purpose had been interrupted, and the proceedings to effect it delayed, in consequence of the detention of the army before Richmond during the spring and summer, our vessels being indispensable auxiliaries while the army lingered on the upper waters of James river. Immediately on being liberated, a flying squadron was organized with a view of sweeping from our coast and the neighboring waters the lawless contrabandists who made it a business to violate our blockade and promote the efforts of those who are engaged in schemes to break up our Union and subvert the government. The command of this flying squadron has been given to Acting Rear Admiral Wilkes, who sailed from Hampton roads in the Wachusett on the 24th of September.

NAVAL EXPEDITIONS.

This exhibition of the distribution and attitude of our naval force naturally introduces a succinct history of that remarkable series of naval expeditions and operations along our southern seaboard and through the great rivers of the central valley in which the power and valor of our navy have been so strikingly displayed. These expeditions, it must be remembered, were undertaken in addition to, or rather in aid of, the unrelaxing labors of the blockade. They were conceived and directed in the policy early adopted and uniformly adhered to by this department, of the most active and strenuous prosecution of the war so long as the war should last, and whenever and wherever an effectual blow could be struck against the power or resources of the rebellion by the naval force. In this view this department has constantly sought the co-operation of the army when such co-operation was indispensable to success, and when such co-operation was not indispensable the navy alone has acted. The result is that the Mississippi, the main artery of the great central valley of the Union, with its principal tributaries embracing many thousand miles of inland navigation which had been interrupted, is under our control, except at Vicksburg, where the rebels still retain possession, but from which, with a co-operating military force, they can at any time be expelled. Each one of our blockading squadrons has secured and holds a considerable portion of the coast within their respective limits, and in each there is a commodious and open port for rendezvous, refitment, and supply, where imports and exports may be made under the authority of a collector duly appointed by the national government. Nearly the entire seaboard of the insurgent region, in its main points of commercial or strategic importance —from Norfolk and the outlet of the Chesapeake through Roanoke, Newbern, and Beaufort, N. C., Port Royal, Tybee, Fernandina, Key West, Pensacola to New Orleans and Galveston—is practically in our hands, held fast and irrecoverably under the guns of our navy, or else garrisoned and governed by our military force. But a short time can elapse before the few remaining ports which are still in the possession of the insurgents will be reduced to our naval or military occupation and authority.

When the insurrection is thus excluded from the coast there may be presented for decision, and its near approximation makes allusion to it justifiable, the grave and important question whether, in so far as relates to all such ports and places on the insurgent sea-coast thus actually held and controlled by the national government in time of war for war purposes, and by the power of war, it be not our right and duty to dismiss the costly apparatus and embarrassing formalities and rules of an international blockade and to substitute in place of it, within all the ports and places held and occupied by our forces, our own domestic authority to control all trade therein, as we control everything else there, and thus to subject at such points all commerce, coastwise and foreign, of export or import, to such conditions and restrictions and regulations, either of admission or exclusion as a wise war policy may prescribe, and a present war power, afloat in the harbor, or on shore in a military custom-house may enforce. Such has been the practice of nations in times of rebellion. Such was our practice in the Mexican ports which we held during the war with that country. Should such a policy be adopted, among other important advantages resulting from it, would be the release of our fleets from much of their present harassing and exhausting blockade duty, and the immediate concentration of their activity in the protection of our commerce on the high seas by the pursuit in augmented force, and probably the speedy capture and punishment, of the marauders who now avail themselves of the incessant occupation of the mass of our naval force in other scenes of action, for the temporary prosecution of their piratical designs.

NORTH ATLANTIC SQUADRON—ROANOKE ISLAND.

At the commencement of the blockade constant annoyance was experienced from various sources by means of vessels of light draught, which made ingress or egress through the sounds and inner waters on the coast of North Carolina. To gain possession of the important points within the sounds was therefore necessary.

Early in January a joint expedition of the navy and army for operations in the waters of North Carolina moved from Hampton roads, under the command of Flag-Officer L. M. Goldsborough and Brigadier General A. E. Burnside respectively.

The naval force, consisting of seventeen light draught vessels with an armament of forty-eight guns, most of them of heavy calibre, arrived at Hatteras inlet on the 13th of January, and in two days succeeded, though with labor and difficulty, in passing over the bulkhead and through the narrow, shallow, and tortuous channel; but the army transports were unable to surmount the obstacles and be fully prepared for active co-operation until some weeks later. On the morning of the 5th of February the combined expedition proceeded towards Roanoke island; the naval vessels, placed by Flag-Officer Goldsborough under the immediate command of Commander Stephen C. Rowan, were formed in three separate columns, commanded, respectively, by Lieutenants Reed Werden, Alexander Mur-

ray, and H. K. Davenport. On the morning of the 7th the vessels of the insurgents, eight in number, were discovered drawn up behind an extensive barricade, formed by a double row of piles and sunken vessels, stretching across the sound. At 10.30 the engagement commenced, and by noon became general. By 4 p. m. the batteries were temporarily silenced and the first landing of troops effected. At midnight over 10,000 troops had disembarked.

The engagement was renewed the following morning and carried on chiefly by the army until 1 p. m., when the fleet proceeded to open a passage through the obstructions, which was successfully accomplished by 5 p. m., and the national flag was hoisted on Pork Point. Firing other of their works and one of their steamers were the closing events of the day, the rebels yielding the island to our possession.

Retreating from Roanoke island, the rebel naval fleet fled up the sound and into Pasquotank river, towards Elizabeth City, Commander Rowan pursuing them with the flotilla, anchoring for the night a few miles from Fort Cobb. At 8 a. m., February 10, the rebel steamers, under command of W. F. Lynch, formerly of the navy, were discovered drawn up behind a battery of four guns, supported by a schooner on the opposite side of the river, armed with two heavy 32-pounders. Fire was opened by the insurgents from the forts and steamers at long range. Commander Rowan pushed on steadily until within three-fourths of a mile, when he opened fire and dashed ahead at full speed. This bold and wholly unanticipated onset dismayed the rebels, who hastily abandoned their works, which, with their entire fleet, were captured or destroyed.

Passing up the river the flotilla took possession of Elizabeth City. Lieutenant Murray was despatched with a small force to Edenton, of which he quietly took possession, and on returning from this duty he was sent to obstruct the Chesapeake and Albermarle canal.

In this expedition there were five armed steamers and one schooner destroyed, and one steamer, the Ellis, captured.

CAPTURE OF NEWBERN AND WASHINGTON, N. C., AND CAPITULATION OF FORT MACON.

Flag-Officer Goldsborough having been recalled to Hampton roads, a combined army and naval expedition, under General Burnside and Commander S. C. Rowan, left Hatteras inlet and arrived at Slocum's creek, the point selected for the disembarcation of the troops, on the 12th of March.

The next morning the landing of troops commenced, the gunboats shelling the woods at the point of landing as the troops advanced on shore. At the same time six naval boat howitzers with their crews, under command of Lieutenant R. S. McCook, were landed to assist in the attack on the enemy's works. About 4 p. m. the first of the enemy's batteries opened upon our boats and were answered at long range, the firing ceasing at sundown, and the fleet anchoring in a position to cover the troops. Early on the morning of the 14th, the army having engaged the enemy in force, Commander Rowan moved

steadily up the river with his fleet, and the insurgents abandoned their forts in succession under the pressure of the combined columns moving upon them. On arriving at Newbern, the rebels having fled, Commander Rowan took possession of the place, and later in the day the army were moved across the Trent and occupied the city.

The approach by the river to Newbern was heavily obstructed with piles and torpedoes, from which the vessels sustained some injury, and the passage was disputed by six forts, at distances of from half a mile to a mile and a half from each other, and mounting 32 guns, ranging from 32-pounders to 80-pound rifled cannon.

Lieutenant McCook is reported as having rendered most effective service with his naval battery, and Commander Rowan bears cheerful testimony to the gallant conduct of the officers and men of his entire command. Several steamers and schooners, large quantities of pitch and turpentine, and a valuable stock of arms and munitions of war fell into our hands with the capture of Newbern.

After the fall of Newbern Lieutenant Commanding A. Murray was despatched with a naval column, accompanied by a detachment from the army, to take possession of Washington, N. C. Forcing a passage through the obstructions in the approach to that place, he arrived there on the 21st of March, and it was surrendered to him without resistance.

The batteries on shore having, on the morning of the 25th of April, opened fire on Fort Macon, Commander Samuel Lockwood, senior officer of the blockading fleet off Beaufort, prepared his vessels for action and proceeded within range of the fort. Fire was opened from the steamers Daylight, the State of Georgia, and the Chippewa, and the bark Gemsbok, which was continued about an hour and a quarter, when they were compelled to haul off on account of the heavy sea. In the afternoon a flag of truce was displayed from the fort, which, on the next morning, surrendered to Major General Burnside. Commander Lockwood united in signing the articles of capitulation on the part of the United States.

AFFAIR AT WEST POINT.

The arrival of the army of the Potomac on the York peninsula rendered it necessary to detail several gunboats, chiefly from the North Atlantic squadron, within whose limits it is, to convoy the transports and protect the right flank of the army on its march along the York and Pamunkey rivers. While on this service, on the 7th of May, the enemy, in large force, attacked General Franklin's division, constituting the right wing of the army at West Point, the junction of the Pamunkey and Matapony. The assistance of the navy was requested by General Franklin, and Commander William Smith, senior officer of the naval forces in York river, ordered the gunboats Wachusett, Maratanza, and Sebago to the support of General Franklin. These vessels, taking a position as near the insurgents as possible, opened upon them with great effect. Their fire soon began to slacken, and they commenced their retreat. The aid rendered by our gunboats on this occasion was most essential, enabling General Franklin to hold his position and to repel the rebels.

On the 15th of May the Galena, Monitor, Aroostook, Port Royal, and Naugatuck, all under command of Commander John Rodgers, ascended James river, with no serious obstructions until near Ward's or Drury's Bluff, where piles and sunken vessels disputed their further passage, and a heavy battery exposed the vessels to a plunging fire. The Galena and Monitor ran within 600 yards of the bluff; but the latter was obliged to drop down several hundred yards, as her guns could not be sufficiently elevated for effective service. An action of three hours' duration took place, when, owing to a scarcity of ammunition, the vessels retired to City Point without silencing the battery. The Naugatuck was unfortunately disabled by the bursting of her rifle gun. The men on the vessels were exposed during the contest to a constant fire from sharpshooters concealed in rifle pits on the river bank; but officers and men exhibited great coolness and courage throughout the engagement.

SOUTH ATLANTIC BLOCKADING SQUADRON.

In my annual report in December, 1861, mention was made of the plans and investigations which had been projected during the summer preceding for seizing and holding some of the important ports on the southern coast, and that the command of the South Atlantic squadron had been given to Flag-Officer DuPont, chairman of the commission which had been selected by the department to make examination and report on this subject. I was also enabled to communicate his services at Port Royal and Beaufort, in South Carolina, and the capture of Tybee island, at the mouth of the Savannah river, in November.

Following up these successes, and in order to carry out the original purpose of his command, in addition to the duties of maintaining a blockade of the coast, Flag-Officer DuPont and the squadron became actively engaged in examining the waters and islands on the South Carolina and Georgia coasts, preparatory to their military occupation. Expeditions were sent to St. Helena, North and South Edisto, Warsaw inlet, Tybee and other islands, and other important localities. The necessity of guarding these points until the army was prepared to hold them employed no inconsiderable portion of the naval force in that quarter.

On the 1st of January a force of five gunboats, under Commander C. R. P. Rodgers, was detailed to co-operate with a column of troops, under Brigadier General Stevens, in certain military operations in the vicinity of Beaufort, South Carolina. The movements, both naval and military, were conducted with success. The effective action of the navy on this occasion elicited from the late gallant General Stevens a very complimentary acknowledgment, and the entire management of the expedition is commended in high terms by Flag-Officer DuPont.

FORT PULASKI.

At the commencement of the project of cutting off communication between Fort Pulaski (held by the rebels) and Savannah, and the

ultimate repossession of that fort, received consideration and was prepared for by frequent and successful reconnoissances. An expedition being in the course of preparation to capture Fernandina and other points south, the occasion was not permitted to pass unimproved of making a reconnoissance which would serve as a demonstration upon Savannah and cover up the real purpose, which was an attack on Fernandina.

Accordingly, on the 27th of January, a fleet of gunboats under Flag-Captain Charles H. Davis, and of transports conveying a column of troops under Brigadier General Wright, entered Little Tybee river, and passed beyond the highlands of Wilmington island. They examined the creeks and localities, and obtained much valuable information, so necessary to future successful military operations.

While on this service five steamers, the rebel fleet of Commodore Tatnall, made their appearance. Captain Davis and Commander John Rogders, who was at anchor in Wright river, opened upon them. A short but spirited engagement of less than half an hour followed, when a part of the rebel fleet was forced back, and the remainder escaped to Fort Pulaski. The appearance of such a force in Wilmington and Warsaw sounds created a sense of alarm at Savannah, inducing the withdrawal of troops from other points in anticipation of an attack on that city. In the capture of Fort Pulaski, a purely military operation, which occurred some months afterwards, August 11, the navy had the good fortune to participate, a detachment of officers and men from the Wabash serving in one of the breaching batteries, and having the management of four rifle guns in battery Sigel.

REPOSSESSION OF FERNANDINA, ST. MARY'S, FORT CLINCH, JACKSONVILLE ST. AUGUSTINE, BRUNSWICK, ETC.

The repossession and reoccupation of the eastern coast of Florida was another of the primary objects on the part of the South Atlantic organization. Flag-Officer DuPont sailed from Port Royal in the Wabash on the last day of February, and on the 2d of March, transferring his flag to the Mohican, entered Cumberland sound in that vessel, accompanied by 18 other vessels of the navy, the armed steamer McClellan carrying a battalion of marines, under the command of Major Reynolds, and several transports containing a brigade, commanded by Brigadier General Wright.

The immediate object of this expedition was the repossession of Fort Clinch and the capture of Fernandina. The insurgents abandoned their works of defence, and rapidly retreated.

Commander Drayton with a division of the force proceeded to Fernandina, and occupied that place. The flag was hoisted on Fort Clinch, the first of the national forts seized by the insurgents on which the ensign of the Union had resumed its proper position since the commencement of the rebellion. This fort and the several batteries commanding the channel of approach to Fernandina bore every indication of preparation for a vigorous defence, and their abandon-

ment without an effort to hold them was as much of a surprise as it was doubtless a disappointment to those who had come to capture them.

Commander C. R. P. Rodgers with a second division was sent to occupy St. Mary's. Lieutenant Commanding T. H. Stevens, in the Ottawa, pushed on from this place, and encountering the rebel riflemen and cavalry on the banks he soon dispersed them.

On the 7th of March a small force was sent, under Commander S. W. Godon, to hold Brunswick, and about the same time a squadron of light vessels was organized and sent to Jacksonville, both of which places were surrendered without opposition. On the 12th of March St. Augustine surrendered without exhibition of force—the citizens raising the flag of the Union with their own hands.

This expedition, organized chiefly from the forces which had but a short time previous participated in the capture of Forts Walker and Beauregard and Beaufort, though carried through without loss of life, was of very considerable importance. It secured to us Fort Clinch, Fernandina, St. Mary's, Cumberland island and sound, Amelia sound, Jacksonville, St. Augustine, and Brunswick, in reality the coast and inland waters from St. Simon's southward.

STONO RIVER AND MOSQUITO INLET.

From information derived chiefly from the contraband pilot, Robert Small, who had escaped from Charleston, Flag-Officer DuPont, after proper reconnoissance, directed Commander Marchand to cross the bar with several gunboats and occupy Stono. The river was occupied as far up as Legareville, and examinations extended further, to ascertain the position of the enemy's batteries. The seizure of Stono inlet and river secured an important base for future military operations, and was virtually a turning of the forces in Charleston harbor.

On the 22d of March, Acting Lieutenant Budd, commanding the steamer Penguin, and Acting Master Mather, commanding the steamer Henry Andrew, with boats' crews from those vessels, proceeded some fifteen or eighteen miles up one of the lagoons of Mosquito inlet. Returning, they landed, in one of the boats, near some earthworks, which had been abandoned or never armed, in the vicinity of a dense grove of live-oak and underbrush. A heavy and continuous fire was suddenly opened upon them from this cover, killing both of those officers and six of the boats' crews, and wounding several others, two of whom were made prisoners. The service thus lost two meritorious officers, who had volunteered their services to aid in suppressing the rebellion.

EASTERN GULF SQUADRON.

In January last Flag-Officer McKean despatched Commander Emmons, with the steamer Hatteras, to operate against the rebels at Cedar Keys. This place was quite a depot, and several vessels had recently been taken thither for safety and to load with produce.

Commander Emmons was entirely successful, having captured or

destroyed all the public property in that locality, including military stores, a battery of two guns in position on Sea Horse Key, barracks, railroad depot and wharf, and several schooners, laden and all ready to be taken out as soon as a favorable opportunity should offer.

In the latter part of March Commander H. S. Stellwagen, of the Mercedita, arrived off Appalachicola with that vessel and the Sagamore, Lieutenant Commanding A. J. Drake, and organized a boat expedition, the immediate object of which was the capture of a number of vessels understood to be at or above that city.

He was immediately informed by contrabands that the place had been evacuated by the soldiers, some 600 in number, and by the greater part of the citizens, on the appearance of the naval force. To test the truth of this, and to accomplish the objects in view, on the 2d of April six boats from the Mercedita and Saginaw were sent, under Lieutenants Abbott and Bigelow, to the city. No resistance was offered, and the few remaining citizens came forward to receive them. The expedition brought out several vessels, and others had to be destroyed, owing to the difficulty of getting them over the bar.

Acting Volunteer Lieutenant David Cate, commanding the United States bark Pursuit, having received information that the rebel steamer Florida, which had succeeded in getting into St. Andrew's, was lying some twenty miles above that town, determined to make an attempt to cut her out. A volunteer expedition was organized, and left the vessel on the 4th of April, and on the night of the 6th reached and surprised the Florida. The crew were overcome with slight resistance, and the vessel—a valuable side-wheel steamer of 500 tons—with a cargo of over 200 bales of cotton, was brought safely out.

WESTERN GULF SQUADRON—CAPTURE OF NEW ORLEANS AND REDUCTION OF ITS DEFENCES.

In the autumn of 1861 the capture and occupation of the city of New Orleans and the reopening of the navigation of the Mississippi were resolved upon. It was an undertaking of the greatest difficulty and of the greatest importance. The city itself was the largest and wealthiest in the southern portion of the Union, and from its position it was the most vitally interesting in the whole insurrectionary region. Its defences had been prepared and completed with the whole power, skill, and ingenuity of the insurgents. Forts Jackson and St. Philip, situated in commanding positions to bar the approach to the city from the Gulf, had been armed with one hundred and twenty-six guns of long range and heavy calibre. A fleet of some twenty armed steamers, some of them armored, and four powerful steam iron-clad rams—one of them of four thousand tons, and mounting sixteen heavy cannon—were prepared to co-operate with the fleet, in addition to chains, rafts, and fire-ships, for obstructing the advance of our attacking force, while an army of several thousand men, under the insurgent General Lovell, occupied and defended the city itself.

For the reduction of a place thus fortified and defended, the commercial and strategic importance of which can hardly be overesti-

mated, thorough and ample preparations were required and were carefully organized. Besides the squadron that was employed to enforce the blockade on the western portions of the Gulf, a large additional force of armed steamers and a bomb flotilla were ordered to the expedition.

The selection of the officer who should command the western Gulf squadron was not made until preparations were far advanced for the important expedition that constituted the striking feature of that command. Captain David G. Farragut, who received the appointment of flag-officer of the western Gulf squadron, entered with alacrity, zeal, and all the power and efficiency that had been anticipated by the department upon the duty of completing the organization of the Mississippi expedition. He found himself at the head of a squadron composed of men who, like himself, were undaunted, resolute, and determined.

The flotilla of mortar vessels, twenty in number, was added to the command, under the immediate direction and management of Commander David D. Porter. Besides skilful pilots and the officers, some of whom were familiar with that coast and the river passes, the department availed itself of the topographical and strategic information furnished by the officers of the Coast Survey. Assistant F. H. Gerdes, in charge of the steamer Sachem, rendered the squadron very essential service.

Military co-operation being necessary, the War Department furnished an army of eighteen thousand men, under the command of Major General Butler, to assist in the expedition and to hold New Orleans after it should be taken. There was throughout harmony and mutual good feeling and co-operation between the naval and military forces.

Flag-Officer Farragut's first orders bear date the 20th of January, 1862. He sailed from Hampton Roads on the 2d of February, and on the 21st assumed the duties of his command. Two months were spent in completing his preparations, receiving his re-enforcements, and getting his vessels over the bars and to the heads of the passes.

On the 16th of April he gave orders to commence the bombardment of Forts Jackson and St. Philip by the mortar flotilla. The bombardment commenced on the 18th, and was continued, with but slight interruption or cessation, during six days and nights, at the end of which time both the forts, powerful as they were, and desperate as was their resistance, had become so weakened and the garrison so demoralized as, in the judgment of the flag-officer, to render the passage of the fleet possible. Accordingly, on the morning of the 24th, the fleet was directed to move forward, and the vessels passed the forts under a terrific fire of more than one hundred guns that had not been dismantled by the bombardment, encountering not only the batteries and strong current of the river, but steamers, fire-ships, iron-clads, rams, rafts, chains, and every obstruction that the ingenuity and ability of the insurgents could interpose to prevent them.

The attacking squadron was formed in two columns, one under the command of Flag-Officer Farragut, and the other under the orders of

Captain Theodorus Bailey. In this terrible conflict, and as the fleet moved up the river toward the city, it overcame and destroyed eighteen armed steamers and other vessels of the enemy, including three iron-clad rams, two of which, the Louisiana and the Manassas, were batteries of immense power. All the carefully prepared obstructions to the navigation of the river were broken through or avoided, and on the morning of the 29th of April Flag-Officer Farragut was enabled to announce to the department that the flag of the Union again waved over the city of New Orleans and Forts Jackson and St. Philip. A great quantity of arms and munitions were surrendered with the forces that defended the forts, while a vast destruction of property within the city had been effected by the insurgents in order to prevent it from falling into our hands. Nothing was wanting to complete the grandeur of this most triumphant and arduous achievement. The capitulation of the city to our arms, recklessly and persistently obstructed by the desperation of the city authorities, was at last completed through the judgment, patience, and resolute determination of our officers without the shedding of innocent blood. The insurgent garrison, strong as it was in numbers, fled with precipitation, and the troops under General Butler having been securely landed, the custody of the city was delivered to him and the army.

Thus the great southern depot of the trade of the immense central valley of the Union was once more opened to commercial intercourse, and the emporium of that wealthy region was restored to national authority; the mouth of the Mississippi was under our control, and an outlet for the great west to the ocean was secured, so soon as the squadron, which was ordered to proceed up the river, should form a junction with the flotilla on the waters of the Upper Mississippi, which was to fight its way down, aided by an adequate co-operating military force to retain and hold the important points along its shores.

This great blow struck just terror to the heart of the whole rebellion. It was regarded everywhere, both at home and abroad, as the grandest achievement of the war, and as one of the most remarkable triumphs in the whole history of naval operations. I do not attempt, in this place, to give the details of this expedition, nor to assign to the different officers by whom it was conducted their respective claims to the praise and gratitude of their country. The graphic narratives of the actors themselves, in their official reports, have been spread before the country by order of Congress. Suffice it now to say that no terms of commendation can overstate the merits of the officers who achieved this great success, and who have been, themselves, the first and the most earnest to commend the valor, the devotion, and the unsurpassed skill of their subordinates, and of the brave men under their command.

OPERATIONS ON THE MISSISSIPPI.

Rear Admiral Farragut despatched detachments of his squadron up the river to clear its passage and capture and take possession of the principal places.

Commander Palmer arrived off Baton Rouge with the Iroquois May 7th, and demanded its surrender, the conditions to be the same as at New Orleans. The authorities declined to yield the city voluntarily, and whilst pleading their defenceless condition were not free from a tone of arrogance. The next day Commander Palmer proceeded abreast of the arsenal, landed a force and took possession of the same, together with other public property, and hoisted the American flag.

May 12th the Iroquois, with other gunboats, anchored off Natchez, the surrender of which was also demanded by Commander Palmer, upon the same conditions as at New Orleans and Baton Rouge, that is, the rights and property of peaceable citizens should be respected, all property of the rebel government should be given up, and the flag of the United States should wave over the city unmolested and respected. Although Commander Palmer deferred taking possession of Natchez—the place having never been occupied as a military position nor the insurgent flag hoisted officially over it—yet the town was virtually surrendered, and the mayor issued his proclamation enjoining the citizens to preserve good order and commit no act to provoke the displeasure of the government of the United States.

Commander S. P. Lee, commanding the advance of the squadron, arrived near Vicksburg May 18, and, under orders from Flag-Officer Farragut and Major General Butler, demanded the surrender of the place and its defences to the lawful authority of the United States, under which private property and personal rights would be respected. The demand was peremptorily and defiantly declined by both the civil and military authorities present, and Commander Lee asked the removal of the women and children beyond the reach of harm, so that it might be at his option to fire or not fire, as he thought proper, upon the defences of the town, without causing the loss of innocent life.

Rear Admiral Farragut arrived a few days afterwards, accompanied by a column of troops, under General Williams. Subsequently an additional naval and military force, including the mortar flotilla, was brought up, and preparations were made for passing and attacking the batteries. These batteries were placed upon the heights of Vicksburg, scarcely within the reach of the guns of the squadron, and were supported by a large army in the rear.

On the 28th June the mortar vessels commenced the bombardment. The batteries were silenced by the combined fire of the squadron and flotilla at times; but there being an insufficient land force to co-operate, after the steamers passed, the insurgents returned to their guns.

Returning, Flag-Officer Farragut reached New Orleans July 28th, and, leaving an adequate force at that place and Baton Rouge, sailed again, the 11th of August, for Ship island and Pensacola. The latter place having been evacuated by the rebels, it has been made the depot of the Western Gulf squadron. The destruction at and about the navy yard, which the insurgents seized during the late administration, has been very great. Some few of the buildings remain

uninjured, and the advantages of the place for a depot were superior to those of Ship island, which had for some time previous been used for that purpose.

While the Essex, Kineo, Katahden, and Sumpter were lying off Baton Rouge, a vigorous attack was made by the insurgents, August 5th, on the command of General Williams, occupying that place, and its recapture attempted by a largely superior force, led by General Breckinridge, late Vice-President. The gunboats were immediately placed in position to give assistance, if required. The relative positions of the forces were such that the gunboats could not, with safety, be made available to our troops until late in the day, when they poured a fire into the rebels' left wing which caused them to withdraw in haste and fall back several miles.

A simultaneous attack, by land and water, appears to have been the design of the enemy. The rebel ram Arkansas, which was to have taken part in it, remained a short distance above Baton Rouge, and the next morning the Essex proceeded up the river and encountered her, and after a short engagement the Arkansas was abandoned and blew up.

CAPTURE OF GALVESTON AND OTHER POINTS IN TEXAS.

About the middle of September Acting Volunteer Lieutenant J. W. Kittredge, commanding the United States bark Arthur, was sent, with his own vessel and the steamer Sachem, by Rear Admiral Farragut, to take possession of Corpus Christi and the adjacent waters. He succeeded well, and made several captures, and compelled the rebels to burn many vessels. Subsequently, however, Acting Lieutenant Kittredge, while on shore, was, with his boat's crew, surprised and captured.

A little later Acting Master Francis Crocker commanding the steamer Kensington, with that vessel and the schooners Rachel Seaman and Henry Janes, captured the defences of Sabine City, and took possession thereof. Acting Master Crocker then proceeded on an expedition to Calcasieu lake and river, and succeeded in capturing and destroying several vessels of the enemy engaged in violating the blockade.

On the 4th of October Commander W. B. Renshaw, of the United States steamer Westfield, with that vessel, the Harriet Lane, Owasco, and Clifton, captured the defences of the harbor and city of Galveston, there having been only a feeble resistance.

Our vessels and transports passing up and down the Mississippi have been annoyed by frequent attacks from guerillas and concealed batteries. In many instances these attacks have been made from villages, the parties engaged in them presuming that the fire would not be returned to endanger innocent life. To check the practice it has been necessary, after giving due notice, to fire upon and destroy, to some extent, the towns from which the attacks were made. This was a punishment by no means consistent with the feelings of those inflicting it, but one that necessity demanded. Natchez, Grand

Gulf, and Donaldsonville have been subjected to it. It is not inappropriate to mention in this connexion that the service has recently suffered the loss of a most promising and gallant young officer, Lieutenant Charles H. Swasey, of the gunboat Sciota, who was killed on the 4th of October last, by a shot from a concealed battery near Donaldsonville, Louisiana. Lieutenant Swasey had served with distinction as executive officer of the Varuna, in the battles of the Mississippi, through which he escaped without injury, but to lose his life a few months later by the fire of a hidden enemy.

WESTERN FLOTILLA.

When Flag-Officer Foote arrived at St. Louis, and on the 6th of September, 1861, assumed command of the western flotilla, the forces consisted of three wooden vessels in commission, which had been purchased, equipped, and armed as gunboats, by Commander John Rodgers ; and there were nine iron-clad gunboats and thirty-eight mortar boats in course of construction.

The service was anomalous in its character, and there was with many great incredulity as to the utility and practicability of gunboats in carrying on hostilities on the rivers, where it was believed batteries on the banks could prevent their passage. There were also embarrassments for want of funds and of material for naval purposes, there being no navy yard or naval depot on the western waters. All these difficulties were met and surmounted by the energetic and efficient officer to whom the duty was intrusted, whose perseverance and courage in overcoming the obstacles that impeded and retarded his operations in creating a river navy were scarcely surpassed by the heroic qualities displayed in subsequent well-fought actions on the decks of the gunboats he had, under so many discouragements, prepared.

CAPTURE OF FORTS HENRY, DONELSON, &C.

It having been ascertained in the latter part of the winter that the stage of water in the Tennessee and Cumberland rivers was favorable for active operations, Flag-Officer Foote, as soon as four of the iron-clad boats were ready, urged prompt action, and proposed to General Grant, commanding at Cairo, a joint attack on Fort Henry. That officer, though preferring a movement on the Cumberland and an attack on Fort Donelson, yielded to the proposition of the naval commander on procuring the assent of General Halleck.

Fort Henry was captured on the 6th of February. The attacking force consisted of the iron-clad gunboats Benton, (flag-ship,) Commander R. N. Stemble ; Essex, Commander W. D. Porter; Carondelet, Commander Henry Walke, and St. Louis, Lieutenant Commanding Leonard Paulding, forming the first division; and the wooden gunboats Conestoga, Lieutenant Commanding S. L. Phelps; Tyler, Lieutenant Commanding William Gwinn, and the Lexington, Lieutenant Commanding J. W. Shirk, forming the second division, in charge of Lieutenant Commanding Phelps, astern of the first.

The firing was commenced at 1,700 yards distant by the flag-ship, the others following in succession, and continued while the fleet steamed slowly to within 600 yards of the fort. After a closely-contested action of an hour and a quarter the colors of the fort lowered; the flag of the Union was substituted for the emblem of secession; General Tilghman, his staff and sixty or seventy of his men were received as prisoners, together with a hospital ship containing sixty invalids, the fort and its effects, 20 guns, mostly of heavy calibre, and barracks and tents capable of accommodating quite an army, which were turned over to General Grant, on his arrival an hour afterwards, with the forces under his command. The joint attack was to have been made by land and water on the enemy's work, but was frustrated by the bad condition of the roads, which delayed the army and deprived it of the pleasure as well as the glory of participating in the capture of Fort Henry.

Lieutenant Commanding Phelps, on an order previously given, proceeded with the three gunboats up the Tennessee river. He ascended as far as Florence, Alabama, the foot of the muscle shoals. This expedition was fruitful in important results. Several prizes were taken—one of them, the fine steamer Eastport, in the act of being converted into a gunboat. Large quantities of stores were captured, and the insurgents were lavish in destroying others to prevent them falling into our hands; they also destroyed many of their vessels. This sudden penetration to the very heart of the insurgents' country was doubtless as unexpected as it was alarming and disastrous to them.

From Fort Henry, the field of his late success, Flag-Officer Foote proceeded with his flotilla to the Cumberland river to make an attack upon Fort Donelson. On the 14th of February, with four iron-clads and two wooden gunboats, he engaged that fort and its adjacent water batteries. With his reduced force he had to contend against more vigorous works than he had met on the 6th at Fort Henry. After a severe fight of an hour and a half, during which he was seriously wounded, and when he was on the point of enfilading the fort, and the rebel fire had materially slackened, two of the gunboats were disabled in their steering apparatus, and the remaining boats retired for the night. The rebels were so greatly demoralized that they could not be brought into effective action on the following day, which resulted in the defeat of the insurgents and the surrender of Fort Donelson to the army the next morning.

With two gunboats Flag-Officer Foote proceeded up the Cumberland on the 19th of February, and seized Clarksville and the three forts which defended the city and river, and issued a proclamation to the inhabitants.

In view of the panic which pervaded not only Clarksville, but the rebel army, which were fleeing to Nashville, Flag-Officer Foote pressed upon General Grant an immediate pursuit, with four thousand troops, to that place. Orders were received, however, from the general-in-chief of the western department prohibiting the gunboats from proceeding higher up than Clarksville.

In consequence of these orders the flag-officer returned to Cairo,

and only two gunboats were with the army when possession was taken of Nashville on the 27th of February.

The Tennessee and Cumberland rivers are the thoroughfares and outlets of a rich agricultural region, and the elaborate fortifications which had been erected and garrisoned with a view of controlling the navigation indicate the importance with which the insurgents regarded them. The rapid clearance of both these rivers, and the formidable character of the gunboats, which became at once a power and a terror on the western waters, disconcerted and dismayed the rebels. Forts Henry and Donelson, with Nashville and Clarksville, and other places, having fallen, the insurgents became alarmed in their stronghold at Columbus, on the Mississippi, lest the possession of those places should cut off their communications with the rebel army.

OPERATIONS ON THE MISSISSIPPI.

On the 4th of March a force of gunboats, with transports conveying troops, moved upon Columbus, but an armed reconnoissance of the 2d had so alarmed the garrison as to cause the place to be evacuated without delay; and when our forces landed, the forts, though of great strength, were unoccupied.

Keeping in view the purpose of opening the navigation of the river, Flag-Officer Foote left Cairo on the 14th of March with seven iron-clads and ten mortar boats, and having been joined by Colonel Buford with fifteen hundred troops, at Columbus, moved down and took possession of Hickman. Arriving the next day in the vicinity of Island No. 10, the mortar vessels, in charge of Captain Maynadier, of the army, were placed in position and shelled out several encampments.

A siege of twenty-three days took place, during which a canal was cut to admit the light transports to reach the army of General Pope, at New Madrid, below No. 10, and enable him to cross to the Tennessee shore. The guns at No. 1 battery were spiked, and the pelican dock, or New Orleans floating battery, was shelled out of the channel that two of the gunboats might run the blockade and get past, as they did at night in a heavy thunder-storm, under a tremendous fire from forty-seven guns, aided by infantry. Several batteries, erected to prevent the army of General Pope from crossing, were demolished by these two gunboats, and the landing was effected. This result being accomplished after persistent and severe struggles and conflicts, the rebel commander became convinced that he could not avoid defeat from a combined assault, and therefore, on the 7th of April, surrendered Island No. 10 to the commander of the naval forces. Thus it would appear that in the capture of Fort Henry and Island No. 10 not a gun was fired by the army except from the command of Colonel Buford, which, at the latter place, co-operated with the navy. There were eleven batteries on the island and adjacent shores, mounting upwards of seventy-five guns, from 32 to 100 pounders.

One rebel gunboat, four transports, and immense munitions of war and many prisoners fell into our hands by this important capture.

In pursuance of the first great duty enjoined upon him, that of re-opening the navigation of the Mississippi, Flag-Officer Foote proceeded to the vicinity of Fort Pillow. Arriving on the 12th of April, he was on the next day joined by General Pope and his army.

Arrangements were promptly made by the two commanders for an immediate combined attack upon the fortifications, with every confidence of success; but just upon the point of execution, an order from General Halleck for the army to re-enforce him at Corinth frustrated the well-matured plans that had been made.

Flag-Officer Foote, suffering from the long-neglected wound he received at Fort Donelson, was, on the 9th of May, relieved by the department, on the advice of the surgeons, of the command of the flotilla, which was transferred to Captain Charles H. Davis.

CAPTURE OF FORT PILLOW AND MEMPHIS.

The latter was scarcely introduced to his command before he had vigorous work to perform. On the 11th of May an attack, for which the rebel fleet lying below Fort Pillow had been long preparing, was made upon the flotilla. This fleet of eight iron-clad steamers, four of them fitted as rams, steamed up fully prepared for an engagement, and the flotilla was quickly in motion to receive them. An action of an hour at the closest quarters followed, at the end of which the enemy retreated under the guns of Fort Pillow, three of their gunboats having been disabled.

The flotilla occupied a nearer position to Fort Pillow after this engagement, and the ram fleet under Colonel Ellett joined Flag-Officer Davis, and on the 5th of June Fort Pillow was abandoned.

The flotilla moved down the river, and on the evening of the 7th anchored a mile and a half above Memphis. The next morning the rebel fleet of eight gunboats and rams was discovered opposite the city. The flotilla came up with and engaged them. The ram fleet pressed into action under full steam, the gunboats in the meantime keeping up a continuous and well-directed fire. The rebel gunboats General Beauregard and Little Rebel blew up, and the Queen of the West, commanded by Colonel Ellett in person, encountered the General Lovell and sunk her. A running fight followed, carrying the vessels several miles below Memphis, and resulting in the capture or destruction of the entire rebel fleet, except the Van Dorn, which succeeded in escaping. Our loss was trifling. The rebels suffered severely from the exploding and sinking of their vessels.

At the close of the engagement Flag-Officer Davis returned to Memphis and demanded the surrender of the city, which was complied with, Colonel Fitch arriving at 12 o'clock from Fort Pillow and taking military possession.

On the 29th of June Flag-Officer Davis left Memphis with a part of his flotilla and six mortar boats, and the 2d of July following joined Rear Admiral Farragut above Vicksburg, the latter officer, with a portion of his squadron, having arrived there a few days previous. Demonstrations were continued by the combined squad-

rons, at intervals, on the defences of Vicksburg, for some days, the mortar vessels of each squadron bombarding from both above and below.

An expedition was sent, on the 15th of July, to procure information respecting the obstructions and defences of the Yazoo, but the river was scarcely entered when the rebel iron-clad ram Arkansas was encountered, coming down. After a severe fight with the Carondelet and Tyler, in which they were partially disabled, the Arkansas entered the Mississippi, passed the fleets of Farragut and Davis, and took refuge under the batteries at Vicksburg. An attempt to destroy her, under the guns of the battery, did not succeed.

There not being a sufficient military force to co-operate in the reduction of Vicksburg, the scheme was for the time abandoned, and, late in July, Flag-Officer Davis withdrew his command to the mouth of the Yazoo. In August a joint expedition was planned between Flag-Officer Davis and General Curtis for operations up the Yazoo, which was entirely successful, resulting in the capture of a battery of heavy guns, field-pieces, munitions of war, &c.

June 13th a detachment from the squadron, under the command of Commander A. H. Kelty, with the 46th Indiana regiment, under Colonel Fitch, left Memphis for White river, their object being to form a junction with General Curtis.

On the morning of the 17th they arrived at the rebel fortifications near St. Charles, Arkansas, upon which an attack was commenced by the gunboats, whilst Colonel Fitch landed for the purpose of assaulting the rear. The enemy's first battery was carried by the gunboats, and Colonel Fitch gallantly charged the second battery, and carried it without the loss of a single man.

The Mound City, in the lead, was damaged by a shot which entered and exploded in her steam drum, killing and wounding a large portion of her officers and men.

The gunboats Tyler, Lieut. Com'g Gwinn, and Lexington, Lieut. Com'g James W. Shirk, of the western flotilla, have been most actively and usefully employed on the Tennessee river. They have generally preceded the march of our army southward on the line of that river, convoying the transports, clearing the banks of rebel batteries, and frustrating attempts of the insurgents to fortify. Frequently under fire, and affording protection to loyal citizens and their property within their reach, these gunboats have made a lasting record of their services by their participation in the battle of Shiloh, or Pittsburg Landing. Finding our army forced back towards the river by overwhelming numbers, those two vessels selected convenient positions for shelling the rebels, and from 3 to 6 p. m. were throwing shot and shell into their ranks with effect. The Tyler alone, on this occasion, discharged 188 shells.

VESSELS ON FOREIGN SERVICE.

Commodore Montgomery was relieved by Commodore Charles H. Bell, in the command of the squadron on the Pacific station, on the 2d of January last. The vessels composing the squadron are the steam sloops Lancaster, (flag-ship,) Saranac, Wyoming, and Narra-

ganset, and sloops-of-war Cyane and St. Mary's. In June the Wyoming was detached and ordered to the East Indies. The several vessels have frequently visited the principal Mexican and South American ports in the Pacific, and our commerce and citizens have received from them all required protection.

The steam sloop Wyoming is at present the only United States vessel-of-war on the East India station, though the sloop Jamestown is on her way thither. No information of the disturbance of our commerce by piratical vessels or privateers in the East Indian waters has been received.

The sloop-of-war Constellation, Commodore H. K. Thatcher, has been cruising in the Mediterranean since last spring. She has visited some of the commercial ports of the Levant, and her presence has, doubtless, been conducive of good results. No disturbance of our commerce has occurred in that quarter.

The small steamer Pulaski has been the only vessel on the Brazil station during the year, and I am happy to state that nothing has arisen requiring the presence of an additional force, either to secure the rights of our citizens and the safety and protection of our commerce, both of which have been respected and protected.

The Saratoga has been the only vessel on the African station.

The Tuscarora for some time watched the rebel steamer Nashville at Southampton, and then blockaded the Sumter at Gibraltar. She was relieved in the latter duty by the Kearsarge, and endeavored to prevent the escape of the 290. She is now in pursuit of this pirate.

The St. Louis has been cruising from the Azores to the coast of Portugal and Spain, and is also in search of the 290, or Alabama.

The Chippewa has been sent to relieve the Kearsarge in blockading the Sumter, and the latter vessel, at last advices, was also in pursuit of the 290.

The Vanderbilt, the San Jacinto, the Mohican, the Sabine, the Dacotah, the Onward, and the Ino are severally cruising to protect our commerce, and have specially in view the capture of the 290, or any piratical cruiser.

PRIVATEERS.

The rebel armed steamer Sumter, which, after committing depredations, was, at the date of my last report, fleeing to escape our cruisers, crossed the Atlantic. She was tracked to Gibraltar, where she has since remained, one of our cruisers vigilantly guarding her from Algeciras. With this exception, no other armed vessel has plundered our commerce or inflicted injury on our countrymen until within a recent period, when a steamer known as 290, or Alabama, built and fitted out in England—a vessel that had not been in any port or visited any waters but those of Great Britain—went forth from the shores of that country ravaging, sinking, burning, and destroying the property of our merchants who, knowing our peaceful relations with England, and uninformed that such a cruiser had been permitted to leave Great Britain, were unprepared for such assault and devastation.

How far and to what results this abuse may be carried with impunity to the government which tolerates it is matter of grave consideration. The piratical privateer 290, or Alabama, has no register nor record, no regular ship's papers nor evidence of transfer, and no vessel captured by her has ever been sent into any port for adjudication and condemnation. All forms of law which civilization has introduced to protect and guard private rights, and all those regulations of public justice which distinguish and discriminate the legalized naval vessel from the pirate, are disregarded and violated by this lawless rover which, though built in and sailing from England, has no acknowledged flag or recognized nationality, nor any accessible port to which to send any ship she may seize, nor any legal tribunal to adjudge her captures. Under the English flag, in which they confided, and by the torch of the incendiary, appealing to their humanity, our merchantmen have been lured to destruction.

She was built and fitted out in British ports in flagrant violation of British law and of the royal proclamation of neutrality, and I have reason to believe that her crew is composed almost exclusively of British subjects, or persons who, pursuing a lawful voyage, would be entitled to ship and receive protection as British seamen.

Before this piratical cruiser left Great Britain the authorities of that country were informed by the recognized official agents of this government of her character and purposes. The British government, thus invoked, came too late to prevent her sailing. To what extent, under these circumstances, the government of Great Britain is bound in honor and justice to make indemnification for the destruction of private property which this lawless vessel may perpetrate, is a question that may present itself for disposal. It is alluded to now and here, not only from a sense of duty towards our commercial interests and rights, but also by reason of the fact that recent intelligence indicates that still other vessels of a similar character are being fitted out in British ports to depredate upon our commerce.

Our own cruisers not being permitted to remain in British ports to guard against these outrages, nor to coal while cruising, nor to repair damages in their harbors when injuries are sustained, the arrest of them is difficult and attended with great uncertainty. This department has despatched vessels to effect the capture of the Alabama, and there is now quite a fleet on the ocean engaged in pursuing her.

THE NAVAL FORCE.

When I entered upon the discharge of my public duties as the head of this department, in March, 1861, there were but 42 vessels in commission, and, as stated in my last annual report, but 76 vessels then attached to the navy have been made available. Most of those in commission were abroad, and of the 7,600 seamen in the pay of the government, there were on the 10th of March, 1861, but 207 men in all the ports and receiving ships on the Atlantic coast to man our ships and protect the navy yards and depots, or to aid in suppressing the rising insurrection.

Neither the expiring administration, nor Congress, which had been in session until the 4th of March, had taken measures to increase or strengthen our naval power, notwithstanding the lowering aspect of our public affairs; so that when a few weeks after the inauguration I desired troops for the protection of the public property at Norfolk and Annapolis, or sailors to man and remove the vessels, neither soldiers nor sailors could be procured. There were no men to man our ships, nor were the few ships at our yards in a condition to be put into immediate service.

The proclamation of April placing our entire coast from the mouth of the Chesapeake to the Rio Grande under blockade found us with a naval force, even were every vessel on our coast, inadequate to the work required.

I have in my former reports at the special session in July, 1861, and in December last, made full exposition of the steps which were promptly taken to recall our foreign squadrons and the progress which had been made in augmenting our navy by repairing and fitting, as expeditiously as possible, every available vessel owned by the government, by purchasing such others as could be made speedily useful in guarding our shallow and peculiar coast, and by rapidly constructing as many steamers as could be built at our navy yards, and employing, to the extent that we could procure materials, engines, and machinery, the resources of the country in adding others from private ship yards. The result is, that we have at this time afloat or progressing to rapid completion a naval force consisting of 427 vessels, there having been added to those of the old navy enumerated in my report of July, 1861, exclusive of those that were lost, 353 vessels, armed in the aggregate with 1,577 guns, and of the capacity of 240,028 tons.

The annals of the world do not show so great an increase in so brief a period to the naval power of any country. It affords me satisfaction to state that the acquisitions made to the navy from the commercial marine have proved to be of an excellent character, and though these vessels were not built for war purposes, and consequently have not the strength of war vessels, they have performed all the service that was expected of them. No equal amount of tonnage was ever procured for any service at prices correspondingly low, and with so little disturbance to the commercial community; and no vessels were ever constructed on better terms for the government, or have better subserved the purposes for which they were designed, than the twenty-three gunboats for which the department contracted on its own responsibility at the commencement of hostilities, without waiting for the action of Congress. In no respect, during this war, has the government been better or more economically and faithfully served than in the additions that have been made by construction and purchase to the navy.

In order that the actual condition of the navy, past and present, from March 4, 1861, to November, 1862, and the expansion which has been made, may be seen, I present a tabular statement of the number of vessels, and the aggregate of their armament and tonnage, with a detail account of the losses that have occurred since my last annual report.

NAVAL FORCE AT DATE OF THE LAST ANNUAL REPORT.

Description.	Number.	Guns.	Tons.
Old navy	76	1,783	105,271
Purchased vessels	136	518	71,297
New vessels, completed and under construction	52	256	41,448
Total	264	2,557	218,016

PRESENT NAVAL FORCE.

Description.	Number.	Guns.	Tons.
Old navy	74	1,691	100,008
Purchased vessels	180	688	86,910
Transferred from War and Treasury Departments	50	230	32,828
New vessels, completed and under construction	123	659	120,290
Total	427	3,268	340,036
Increase since last reported	163	711	122,020

LOSSES BY SHIPWRECK AND IN BATTLE.

Name.	Class.	Guns.	Tonnage	Remarks.
R. B. Forbes	Steamer	3	329	Wrecked February, 1862, coast of North Carolina.
Congress	Frigate	50	1,867	In action with Merrimack, March 8, 1862.
Cumberland	Sloop	24	1,726	Do.
Whitehall	Steamer	4	323	At Old Point, Mar 9, 1862, by fire.
M. J. Carlton	Mortar schooner	3	178	Attack on Forts Jackson and St. Philip, April 19, 1862.
Varuna	Steamer	9	1,300	In action with rebel gunboats below New Orleans, April 24, 1862.
Sidney C. Jones	Mortar schooner	3	245	Grounded below Vicksburg and burnt to prevent falling into the hands of the enemy.
Island Belle	Steamer	2	123	Grounded in Appomattox river June, 1862, and burned to prevent falling into the hands of the enemy.
Adirondack	Screw sloop	9	1,240	Wrecked near Abaco August 23, 1862.
Henry Andrew	Steamer	3	177	Wrecked in a gale near Cape Henry August 24, 1862.
Sumter	Steam Ram	2	400	Grounded in Mississippi river and abandoned.
		112	7,908	

ADDED SINCE FOURTH OF MARCH, EIGHTEEN HUNDRED AND SIXTY-ONE.

(*Exclusive of those lost.*)

	No. of vessels.	Guns.	Tons.
By purchase	180	688	86,910
By transfer	50	230	32,828
By construction	123	659	120,290
	353	1,577	240,028

ADDED BY CONSTRUCTION.

Description.	No. of vessels.	Guns.	Tons.
Second class screw sloops-of-war	13	116	16,396
Screw gunboats	27	108	14,033
Side-wheel gunboats	39	296	36,337
Armored wooden vessels	12	65	20,893
Armored iron vessels	32	74	32,631
	123	659	120,290

IRON-CLAD NAVY.

Description.	No. of vessels.	Guns.	Tons.
Seaboard.			
Armored wooden vessels	8	56	19,005
Armored iron vessels	20	42	22,611
Western rivers.			
Armored wooden vessels	4	9	1,888
Armored wooden vessels, (transferred from War Department)	10	122	6,284
Armored iron vessels	12	32	10,020
	54	261	59,808

NAVY ON WESTERN WATERS.

Description.	No. of vessels.	Guns.	Tons.
Armored vessels	26	261	59,808
Wooden gunboats	18	79	6,380
Transports and ordnance steamers	10	2	9,000
Rams	5	24	11,200
Armed tugs	13	13	650
	72	379	87,038

When the vessels now under construction are completed, the navy will consist of—

SAILING VESSELS.

Description.	Number.	Guns.	Tons.
Ships-of-the-line	6	504	16,094
Frigates	6	300	10,237
Sloops-of-war	16	289	14,305
Brigs	4	20	999
Ships, including store and receiving vessels	23	139	18,087
Schooners	29	69	5,821
Barks	18	92	8,432
Yachts	2	2	200
Total	104	1,415	74,175

STEAM VESSELS.

Description.	Number.	Guns.	Tons.
Screw frigates	5	228	18,272
Screw sloops, 1st class	6	133	11,955
Screw sloops, 2d class	21	167	23,992
Screw gunboats, (new)	27	108	14,033
Iron-clad vessels	54	261	59,808
Side-wheel frigates	4	49	8,003
Side-wheel gunboats, (new)	39	296	36,367
Side-wheel gunboats, (old navy)	5	11	2,190
Screw steamers, (purchased)	53	215	23,490
Side-wheel steamers, (purchased)	63	250	38,617
Screw steamers, (old navy)	6	27	2,590
Gunboats, transports, &c., transferred from other departments	40	108	26,544
Total	323	1,853	265,861

RECAPITULATION.

Description.	Number.	Guns.	Tons.
Sailing vessels	104	1,415	74,175
Steam vessels	323	1,853	265,861
Total	427	3,268	340,036

IRON-CLAD VESSELS.

The attention of this department was turned to the subject of iron-clad vessels immediately after the commencement of hostilities and the adoption of measures for the enlargement of the navy. It was a

subject full of difficulty and doubt. Experiments upon a large scale of expense, both in England and France, if not resulting in absolute failure, had achieved but a limited and questionable success. Yet it was evident that a new and material element in maritime warfare was developing itself, and demanded immediate attention. In this view I recommended to Congress, at its extra session, on the 4th of July, 1861, the whole subject, and asked authority to organize a commission for investigation. Thirty days after this action on my part, Congress conferred the authority requested, and appropriated fifteen hundred thousand dollars for the construction of one or more iron-clad vessels upon such models as should receive the approval of the department. On the day after the law had been approved the commission was constituted, and the department advertised for proposals. Of the various plans and propositions submitted, three vessels of different models were recommended by the board, which received the approval of the department. Contracts were forthwith made for constructing the Monitor, the Galena, and the Ironsides. All of these vessels are now in the service. It was the intention and constant effort of the department and the contractors that the Monitor should be completed in the month of January, but there was delay in consequence of the difficulties incident to an undertaking of such novelty and magnitude, and there were also some slight defects which were, however, promptly remedied, and she left New York early in March, reaching Hampton roads on the night of the eighth.

Her arrival, though not as soon as anticipated, was most opportune and important. For some time the department had heard with great solicitude of the progress which the insurgents had made in armoring and equipping the large war steamer Merrimack, which had fallen into their hands when Norfolk was abandoned. On the afternoon of the 8th of March this formidable vessel, heavily armored and armed, and fully prepared to operate both as a ram and a war steamer, came down the Elizabeth river, accompanied by several smaller steamers, two of them partially armored, to attack the vessels of the blockading squadron that were in and about Hampton roads. When the Merrimack and her attendants made their appearance, the Congress and the Cumberland, two sailing vessels, were anchored off Newport News, and the remaining vessels were in the vicinity of Fortress Monroe, some six miles distant. The Minnesota, the Roanoke, and the St. Lawrence got immediately under way and proceeded towards the scene of action.

The Congress, being nearest to the Merrimack, was the first to receive her fire, which was promptly returned by a full broadside, the shots falling apparently harmlessly off from the armored side of the assailant. Passing by the Congress, the Merrimack dashed upon the Cumberland, and was received by her with a heavy, well-directed and vigorous fire, which, like that of the Congress, produced unfortunately but little effect. A contest so unequal could not be of long continuance, and it was closed when the Merrimack, availing herself of her power as a steam ram, ran furiously against the Cumberland, laying open her wooden hull, and causing her almost imme-

diately to sink. As her guns approached the water's edge, her young commander, Lieutenant Morris, and the gallant crew stood firm at their posts, delivered a parting fire, and the good ship went down heroically, with her colors flying. Having thus destroyed the Cumberland, the Merrimack turned again upon the Congress, which had, in the meantime, been engaged with the smaller rebel steamers, and after a heavy loss, in order to guard against such a fate as that which had befallen the Cumberland, had been run aground. The Merrimack now selected a raking position astern of the Congress, while one of the smaller steamers poured in a constant fire on her starboard quarter. Two other steamers of the enemy also approached from James river, firing upon the unfortunate frigate with precision and severe effect. The guns of the Congress were almost entirely disabled, and her gallant commanding officer, Lieutenant Joseph B. Smith, had fallen at his post. Her decks were strewn with the dead and dying; the ship was on fire in several places, and not a gun could be brought to bear upon the assailants. In this state of things, and with no effectual relief at hand, the senior surviving officer, Lieutenant Pendergrast, felt it his duty to save further useless destruction of life by hauling down his colors. This was done about four o'clock, p. m. The Congress continued to burn till about eight in the evening, and then blew up.

From the Congress the Merrimack turned her attention to the remaining vessels of the squadron. The Roanoke had grounded on her way to the scene of the conflict; and although she succeeded in getting off, her condition was such—her propeller being useless—that she took no part in the action. The St. Lawrence also grounded near the Minnesota, and had a short engagement with the Merrimack, but suffered no serious injury, and, on getting afloat, was ordered back to Fortress Monroe.

The Minnesota, which had also got aground in the shallow waters of the channel, became the special object of attack, and the Merrimack, with the Yorktown and Jamestown, bore down upon her. The Merrimack drew too much water to approach very near; her fire was not therefore particularly effective. The other steamers selected their position, fired with much accuracy, and caused considerable damage to the Minnesota. She soon, however, succeeded in getting a gun to bear on the two smaller steamers, and drove them away—one, apparently, in a crippled condition. About 7 p. m. the Merrimack also hauled off, and the three stood towards Norfolk.

All efforts to get the Minnesota afloat during the night, and into a safe position, were totally unavailing. The morning was looked for with deep anxiety, as it would, in all probability, bring a renewed attack from the formidable assailant. At this critical and anxious moment the Monitor, one of the newly finished armored vessels, came into Hampton roads, from New York, under the command of Lieutenant John L. Worden, and a little after midnight anchored alongside the Minnesota. At six o'clock the next morning the Merrimack, as anticipated, again made her appearance and opened her fire upon the Minnesota. Promptly obeying the signal to attack, the Monitor

ran down past the Minnesota and laid herself close alongside the Merrimack, between that formidable vessel and the Minnesota. The fierce conflict between these two iron-clads lasted for several hours. It was, in appearance, an unequal conflict; for the Merrimack was a large and noble structure, and the Monitor was, in comparison, almost diminutive. But the Monitor was strong in her armor, in the ingenious novelty of her construction, in the large calibre of her two guns, and the valor and skill with which she was handled. After several hours fighting the Merrimack found herself overmatched, and, leaving the Monitor, sought to renew the attack on the Minnesota; but the Monitor again placed herself between the two vessels, and re-opened her fire upon her adversary. At noon the Merrimack, seriously damaged, abandoned the contest, and, with her companions, retreated towards Norfolk.

Thus terminated the most remarkable naval combat of modern times, perhaps of any age. The fiercest and most formidable naval assault upon the power of the Union which has ever been made by the insurgents was heroically repelled, and a new era was opened in the history of maritime warfare.

Before the occurrence of these events, entertaining a conviction that at least one of the models of iron-clad vessels—that of the Monitor, an original invention of John Ericsson, of New York—would prove a successful experiment, and that it was particularly adapted to our harbor and coast defence, and service on the shallow waters of our seaboard, I estimated, in my annual report, last December, for the immediate construction of twenty iron-clad steamers. The House of Representatives promptly responded to this recommendation, and passed a bill "authorizing and empowering the Secretary of the Navy to cause to be constructed, by contract or otherwise, as he shall deem best for the public interest, not exceeding twenty-one iron-clad steam gunboats." The Senate delayed action on this bill until February, when, foreseeing that the country would suffer from longer inaction, I addressed the chairman of the Naval Committee of the Senate on the subject, and the result was the immediate passage of the bill which had originated in the House in December.

At the earliest practicable moment after the enactment of this law the department commenced entering into contracts for the construction of armored vessels, most of them on the plan of the Monitor.

The Galena, a less formidable vessel, was for some time under fire from plunging shot at Drury's Bluff, on James river. As yet the Ironsides, recently completed, has not been tested in action, but it is believed she will prove a formidable fighting vessel. That we might be prepared for extraordinary emergencies, it was deemed advisable to put armature on one of our steam frigates, and the Roanoke was selected for that purpose.

Whatever success may attend the large and costly armored ships of the Warrior class, which are being constructed by some of the maritime powers of Europe cruising in deep waters, they can scarcely cause alarm here, for we have within the United States few harbors that are accessible to them, and for those few the government can

always be prepared whenever a foreign war is imminent. It has been deemed advisable, however, that we should have a few large sized armed cruisers, of great speed, for ocean service, as well as of the class of smaller vessels for coastwise and defensive operations.

In the construction of iron clads of the Monitor class, the nautical qualities of the vessel have not been the governing object, for with light draft and heavy armament, high speed is not attainable. But they are adapted to the shallow waters of our coast and harbors, few of which are accessible to vessels of great magnitude. While the larger armored vessels, with their heavy armament, cannot nearly approach our shores, those of the Monitor class can penetrate even the inner waters, rivers, harbors, and bayous of our extended double coast.

YARD AND DEPOT FOR AN IRON-CLAD NAVY.

In March last, and again in June, I invited the attention of the naval committees of Congress to the importance of taking prompt preliminary measures for establishing a navy yard, including founderies, shops, and docks, adapted to the growing wants of the service and the country. It was not that we needed an additional navy yard, but that we required one of a different character, in many respects, from any that we possess.

In view of the importance of possessing, somewhere in this country, a navy and dock yard for the purposes of an iron navy, the suggestions of the department received the favorable consideration of Congress. The city of Philadelphia, the commercial centre of the iron and coal regions, became interested in the question and was induced to make a free offer of League island, a body of land of about six hundred acres near the confluence of the Delaware and Schuylkill rivers, to the United States for naval purposes. In consequence of this liberal offer, Congress authorized the Secretary of the Navy to receive and accept League island: provided, however, that it should not be accepted until the title shall be perfect to low-water mark, nor if, upon a more thorough examination and survey of the premises by a competent board of officers to be appointed by the Secretary of the Navy, he shall discover that the public interests will not be promoted by acquiring the title as aforesaid; that the board to be appointed shall, before proceeding to any decision of the questions referred to them, make a survey and examination of the harbor of New London, in Connecticut, and its surroundings, with reference to its fitness for a naval depot and navy yard; and that they also make the same investigation in regard to the waters of Narraganset bay.

Pursuant to the requirements of the act of Congress above referred to, I appointed, on the 12th of August, a board of officers consisting of Rear Admiral Stringham, Commodores Van Brunt and Gardner, and Captain Marston, of the navy, Professor Bache, and Engineer Sanger, to make the required examination, and report. The board was assiduously engaged for over two months upon the duty assigned it, and after completing the survey and examination, revised their labor; and, upon a full discussion of the subject, the members unani-

mously rejected any proposition for the contemplated navy yard on the waters of Narraganset bay. In regard to the two other locations, League island and New London, and which is best adapted to the purposes of such a navy yard and depot as is contemplated by the law, the board was divided in opinion, and presented majority and minority reports. The majority, comprising four members, award to New London the preference over League island for a navy yard. The minority as fully and emphatically give their preference to League island as possessing important requisites which the other does not, and as being better adapted to the special wants of the government and the objects of the law authorizing the appointment of the commission.

Without attempting, in this place, to analyze these voluminous reports, or to reproduce the arguments adduced by each, I have considered it my duty to bring the subject to the attention of Congress, and to reiterate my opinion in favor of a new yard and depot better adapted to the construction of iron vessels and iron-clad vessels than any we now have, and where this description of vessels may be repaired, or, in time of peace, laid up in ordinary. In selecting the site for such a navy yard there are two essential and controlling considerations that must govern. One is the very great advantage (if not absolute necessity) of fresh water over salt water for the preservation of iron vessels. The other is, security from an attack by a foreign enemy. These two primary qualities are to be had at League island. Iron and coal are also in close proximity to that location.

New London has a commodious harbor, and, were it less exposed, some good qualities for a navy yard, provided it be the intention of Congress to establish another similar to those we now have for the construction of wooden vessels. For an iron navy, and for iron purposes, I am not aware that it has any advantages over Brooklyn, or Charlestown, or Portsmouth, and if not Congress must determine whether another such yard shall be established. The department has not suggested or contemplated the acquisition of a yard and depot of that description, but called attention to the growing necessity of an establishment for an iron navy. The law, while requiring an examination of other places by a board, authorizes no action by the department for the acceptance of any other than League island, and I do not, therefore, propose to canvass the merits or demerits of New London or Narraganset bay.

League island has the requisite of fresh water, which is indispensable for an iron navy yard; and is remote from the sea, which renders it a place of security. The objections to it are its low alluvial soil, the cost of raising it to a proper grade, the depth it will be necessary to penetrate before reaching safe bottom, and the expense of piling, on which to erect superstructures. These are weighty objections, and it will require no inconsiderable expenditure to overcome them. In addition to those above enumerated is the fact that the navigation of the Delaware river is sometimes obstructed by ice, and injury is

sometimes caused by floating ice; but there is no river east or north of it where the objection is not much greater.

In regard to the location of naval depots and the necessity of having them secure from foreign enemies, I cannot more distinctly and clearly present what are the requisites than by quoting from the report of a very able board of eminent officers and engineers on sea-coast defences, made in 1820:

"Security against an attack by sea or land is undoubtedly the first condition required; for the destruction of an establishment of this nature involves with it the destruction of all those elements of a naval force which have been collected a long time beforehand during peace, to the incalculable loss of the public. Such a misfortune must be severely felt during the whole course of a war, and cannot well be repaired whilst it continues. This indispensable quality (security) must be obtained, as well as localities will admit, without having recourse to artificial fortifications; for these must be very costly, and if that expense can be avoided, the same sums will be much more advantageously laid out in improving and aggrandizing the establishments of the depot. Thus, if equal in other respects, a place whose site is naturally strong, and whose position with respect to the general frontier is well covered, should be preferred to another that requires to be fortified."

The great essential here specified, of security from attack by a foreign enemy, appertains to League island, which has, in that respect, strong topographical advantages. Its interior location might have constituted an objection at a former period, when only sailing vessels were in the naval service; but the introduction of steam has wrought a revolution in this respect, rendering the movements of our war vessels independent of wind and tide. Immediate contiguity to the ocean is no longer deemed an advantage, but a disadvantage. Steam, rifled cannon, and modern improvement in ordnance, have rendered harbors and depots immediately on the seaboard insecure. In a recent debate in the British Parliament, it was emphatically urged that Portsmouth and its immense and costly works must be abandoned, for the reason that a naval depot should not be within the range of fire or six miles of an attacking force. If, then, fresh water be indispensable for a navy yard for the construction, repair, and dockage of iron vessels, and vessels that are clad with iron, there is no position east of the Delaware where the difficulties from ice do not exceed those urged against League island, nor has any place been proposed that presents equal advantages, or is so secure from an attack. While there are some obvious and admitted objections to League island, no place has been proposed that combines so many advantages, unless it be the contracted and altogether inadequate yard at Philadelphia. That yard may perhaps be extended so as to double its present capacity, but, besides involving a large expenditure, it would then be insufficient for our future iron navy.

The occupation of League island would not increase the number of navy yards that we now have, for, when once in operation, the discontinuance of the present site at Philadelphia would take place as a

matter of course, and the avails could be, and doubtless would be, diverted to the improvement of the new location; whereas, the adoption of any other site would be the addition of another navy yard similar in character to those we now have, which is not required.

The conflicting reports, and the conditions annexed to the law authorizing the Secretary of the Navy to receive and accept League island, have occasioned embarrassment, and I have therefore deemed it respectful to delay action until Congress should convene. As neither the harbor of New London nor the waters of Narragansett bay are adapted to the purposes and wants of an iron navy, whatever may be their advantages in other respects, and as League island has the requisites of fresh water, security from external enemies, and proximity to iron and coal, I propose to receive and accept for the government the munificent donation of the city of Philadelphia, unless Congress shall otherwise direct.

MATERIAL.

The time has arrived when, in order to maintain ourselves and our true position as a nation, we must have a formidable navy, not only of light draught vessels to guard our extensive and shallow coast, but one that with vessels always ready for the service, and of sufficient size to give them speed, can seek and meet an enemy on the ocean. In order to obtain the enormous steam power essential to great speed, we must have vessels of the greatest magnitude.

Vessels of wood will always be built; but the causes that have operated to retard the introduction of iron vessels are disappearing. The working of iron has been much simplified; its application facilitated; new tools and machinery for working it are constantly being invented and improved; artisans skilled in its manufacture are becoming more common, and the material more easily wrought.

The progress of events renders it certain that iron will hereafter enter largely into the structure of vessels for marine service, although it will never entirely supersede wood. Our country produces the material in abundance, and we have no occasion to seek it from abroad. While our forests are disappearing, inexhaustible resources in iron are being developed. That it is for the interest of the government to be prepared to meet some change in the material and structure of our naval vessels need not be repeated. It must provide the necessary yards and establishments for each, and have them properly located, in which to build its ships-of-war, and at least one of them should be specially adapted to iron. No private establishment can undertake such heavy work as the government requires for its armor and steam purposes. Possessing advantages that no other nation enjoys, we should avail ourselves of them. Our iron and coal are found in the same region, and we have fresh water rivers in which iron vessels can be docked and kept clean, and from which all enemies can be excluded.

In the construction of the iron and iron-clad vessels which the department has now in progress every effort has been made to have

them promptly completed. It is believed that nearly every rolling-mill has been engaged that is able to do the work; and yet these vessels are several months behind the time within which they were to have been completed. The department is convinced that the contractors have done their best; and yet it is with great difficulty that these comparatively small vessels and the moderate sized iron required can be procured for them as soon as wanted, so much does the demand exceed the capabilities of the mills to supply. These facts demonstrate the necessity for public works where vessels of great magnitude are to be constructed. Had the government been prepared for this heavy work, much of the delay which has embarrassed naval operations might have been avoided. Private establishments would have been relieved, and enabled to furnish a larger quantity within the scope of their own manufacture.

It is as important that the government should build its own ships of iron as of wood. If the apparent cost in either case is greater, the actual value is also greater. It is of the first importance that the material, whether of iron or wood, should be of the best quality; and as regards iron, this can be insured and made certain only by its being received and reworked at government establishments. The large quantities required will always enable the government to purchase on economical terms. It is well understood that the qualities of iron vary greatly, and the use of inferior kinds will be both injurious and expensive. Experiments with shot in target practice demonstrate that some qualities have much greater powers of resistance than others, and are therefore better for armature. Other qualities may better resist corrosion, and be more suitable to the action of sea water, and still others may be adapted to the internal parts exposed to different chemical action. These qualities and denominations will be ascertained by observations and tests that the government can alone well make and faithfully apply in the construction of its war vessels. Contractors and private establishments will not be equally vigilant and careful in making the proper selections and assortings.

An establishment such as the department has in view, and has heretofore recommended, will enable the government to have all the advantages of the best and most suitable descriptions in the construction of vessels of iron and of iron armature. Steam machinery, anchors, chain cables, and heavy iron work for the naval service, would be manufactured at the same establishment to advantage.

The necessity of such a dock-yard and establishment is becoming so important that I deem it proper again to present the subject to the consideration of Congress. As yet we have but few iron vessels, and these chiefly of foreign construction; but we have built and are building iron-clad vessels at private establishments—not one at our public yards.

In sustaining our position as a naval power we must be prepared for reverses that may befall us in battle or by calamities incident to ocean service. A wise precaution will always provide a reserve of ships to take the place of those that may be injured or destroyed.

Vessels should be in different stages of progress of construction, thereby giving constant employment to a certain number of skilful mechanics. Stores of material can well be accumulated in days of peace for the emergencies of war.

Such was the former policy of the government, and for many years an annual appropriation was made for the gradual increase of the navy. Under this policy there were in times of peace large accumulations of material at the different yards. It was from the stock thus collected and seasoned that our vessels were mainly built.

Gradually this policy was changed. Successive administrations, with a view to the appearance of economy and a show of small expenditure, restricted the estimates for supplies to amounts barely sufficient to keep its few ships afloat.

The war found us literally destitute of materials in our navy yards, as well as with but few ships to sustain the national integrity. From mistaken economy, or from design, the government was, in its need, deficient in ships and destitute of material for their construction. No alternative was left, when resistance was made, but for the department to build its vessels as speedily as possible, and of such timber as could, in the great haste and emergency, be procured. As a consequence, vessels that should have lasted for years will soon perish, and must in the meantime involve heavy expense for necessary repairs in order to keep them afloat.

As vessels of wood will always be used to some extent for naval purposes, and as they can, for the present at least, be constructed more speedily than of iron, it will be wise economy to have a reasonable quantity of timber always in store.

A special appropriation annually for the purpose of accumulating a stock of material must always be advantageous to the government. In that way the navy can be best and most economically supplied; can make better purchases, and have more time to examine and test the deliveries.

WESTERN DEPOT AND ESTABLISHMENT.

It will be advisable at an early period to establish a naval depot on one of the rivers in the valley of the Mississippi, where we now have a squadron equal in numbers to the whole navy of the United States at the commencement of this administration. The want of an establishment in that quarter, where vessels may be constructed, armed, and armored, equipped, and repaired, has been severely felt, and in the absence of such an establishment the department has been compelled to resort to expedients that may have been sometimes disadvantageous.

For an iron navy the great rivers of the west are well adapted, and the immense resources in iron and coal that are distributed throughout that region indicate what must be the undoubted policy of the government at no distant period in relation to such an establishment. The time may not have arrived when the selection of a permanent location for a navy yard and foundery shall be made, but

it must be in the near future, and until then the department will be dependent in a great degree on private establishments and such temporary arrangements as can be secured.

HARBOR DEFENCES.

A long period of peace had rendered the government inattentive to the defence of the harbors, and under recent alarms the municipal authorities of many of our cities have made application for naval vessels to protect them from apprehended danger. Although solicitous to relieve any portion of our citizens even from unnecessary alarm, the department could not furnish the force required for every place exposed, nor has it been anticipated that such force would be expected of the navy. It has been the understanding that the fortifications were to be relied upon as furnishing the required security, while the navy performed a different service. No longer ago than May last the chief engineer of the War Department in a communication to Congress states that "as a general rule, with hardly an exception, the permanent defensive works of the United States were designed to forbid the passage through the waters subject to their fire of hostile vessels, or to prevent the use of such waters by an enemy in his vessels, or to secure the use of the waters for our own vessels. So long as these forts fulfil these conditions our fortified ports, navy yards, and harbors of refuge will be secure against injury from an enemy's ships, and the waters protected by them will be available for the use of our vessels and forbidden to those of an enemy. That is to say, these forts are designed as defences against hostile military power afloat."

While there may be difference of opinions as to the views here expressed, there is none whatever that the fortifications at our principal ports should be, and doubtless are, adequate defences against any cruiser or cruisers that may be afloat in the cause of the insurgents. It has not therefore entered into the estimates and arrangements of the Navy Department to furnish vessels for the defence of our ports, nor to detach them from other imperative duties for that purpose, when other provisions have been made by the government and have been uniformly relied upon for their protection.

DOCKING.

Our facilities for docking ships are altogether inadequate to our naval wants, and in a foreign war with a formidable power our condition would be deplorable. We have but one dry dock at each naval station, and three of our six docks are of wood, being both perishable and combustible. The capacity of these docks is much below the size required for some of the vessels we are now building, and such as we must build for the future. Other nations, finding themselves in a similar condition, are now enlarging their dry docks; and we, having but three permanent ones, and they designed for vessels of less dimensions than some we now build, should have new and suitable ones, and their construction should be forthwith com-

menced. Some of them should be at least 550 feet in length, with a breadth of 80 feet, to admit of large increase. Docks of wood are too perishable, and require greater depth of water for heavy ships than our harbors can furnish.

The importance of constructing wet basins at such of the navy yards as are sufficiently capacious to admit of it, adverted to by the Chief of the Bureau of Yards and Docks, is commended to the consideration of Congress.

REORGANIZATION OF THE DEPARTMENT AND THE NAVY.

The act of the 5th of July last, reorganizing the Navy Department, creates three additional bureaus. This insures a much better distribution of the labors and very much simplifies and facilitates the business of the department. The law has so recently gone into operation, and the officers have so lately entered upon their duties, that the results and benefits are but partially developed. I am satisfied, however, even in this early stage of the proceedings, that the change will be productive of efficiency and economy, and be advantageous in every respect, while the energy and talent of the chiefs who have been brought into the counsels of the department will inspire it with additional vigor.

The greatly increased labor imposed upon the department in consequence of the greatly increased force both of men and vessels in service, with a vastly more active employment, calls for additional clerical force in order that justice may be done to the service and the government.

By the law of December 21, 1861, it was enacted that any naval officer whose name had been borne on the Naval Register forty-five years, or who had attained the age of sixty-two years, shall be retired from active service and his name be entered on the retired list of officers of the grade to which he belonged. The President, by and with the advice and consent of the Senate, was authorized to detail retired officers to active duty and might on their receiving a vote of thanks from Congress, upon the recommendation of the President, be restored to the active list, and not otherwise.

By the same law the President was authorized to select any officer from the grades of captain or commander and assign him to the command of a squadron, with the rank and title of "flag-officer," and the officer thus assigned was to have command in full as if he were the senior officer of the squadron.

The officers of our blockading squadrons and of the Mississippi flotilla were recognized flag-officers until the passage of the act of the 16th of July establishing the grade of rear admiral, when they received that appointment.

The act of July 16, 1862, "to establish and equalize the grade of line officers of the United States navy," does justice in conferring ranks and grades that had, until that time, been withheld from as meritorious and gallant a class of officers as ever devoted their days and perilled their lives for their country. Though the justice to

which they were entitled has been long delayed, it was gracefully and generously rendered by the present Congress, and has been and is appreciated by the brave men who are its recipients, and by all attached to the service, as a just recognition of the worth and ability of the officers of the American navy. It is a gratifying fact, also, that our countrymen have responded with such unanimity to the action of Congress, and that the unworthy prejudices against naval titles and honors that once existed have so generally disappeared.

The commanders of our squadrons now hold rank with those of other naval powers on the ocean, on distant service, and wherever they carry our flag or appear as the representatives of their country.

The operations and working of the law may be improved and modified, in some respects, without changing the general principles of the bill, which are correct.

Votes of thanks having been rendered Flag-Officers L. M. Goldsborough, S. F. DuPont, D. G. Farragut, and A. H. Foote, they were nominated to the Senate for the place of rear admiral on the day subsequent to the approval of the act. At the same time the names of Captains Charles Stewart, George C. Read, William B. Shubrick, Joseph Smith, George W. Storer, Francis H. Gregory, Eli A. F. Lavalette, Silas H. Stringham, and Hiram Paulding were sent in for confirmation as rear admirals on the retired list. The nominations not having been submitted until the closing hours of the session were not acted on by the Senate, but the officers have been continued in the places to which they were promoted. Officers commanding squadrons, who, by the act of December last, were entitled to the rank and title of flag-officers, have, since the passage of the act of July 16, been awarded, while on duty, the position of acting rear admiral, thereby conferring on them rank corresponding with that of officers in similar position in the navies of other countries, and relative rank with the army officers of our own, when co-operating or brought together on active service.

In pursuance of the requirements of the fourth section of the "act to establish and equalize the grade of line officers of the United States navy," directing that the "Secretary of the Navy shall appoint an advisory board of not less than three officers senior to those to be reported upon, who shall carefully scrutinize the active list of line officers above and including the grade of masters in the line of promotion, and report to him in writing those who, in the opinion of the board, are worthy of promotion," I, on the 22d of July, appointed Captain William B. Shubrick, president, and Captains Francis Gregory, E. A. F. Lavallette, W. H. Gardner, and William W. McKean, as members of the board.

This board assembled in Washington on the 24th July, and concluded their labors on the 5th of August. Notice was forthwith given the officers whom they had designated of their rank and position. The fifth section of the law enacts that "the officers recommended shall be immediately commissioned," but as the Senate was not then in session, and as the right of selection and appointment cannot be conferred on an advisory board, or by law or congressional

action to any other tribunal than is specified by the Constitution, the names recommended will be presented for nomination and confirmation, subject to the decision of the President and Senate respectively.

The law having made no express provision for officers not recommended by the advisory board, either by promotion or retiring them, a question arises as to the disposition that is to be made of the officers thus superseded, for it is presumed they are not to be dismissed, although a strict and literal compliance with the act would seem to require it. In another respect the law inadvertently does injustice to certain officers of the grade of captain, who, though meritorious, are superseded by the act.

These and some other defects and incongruities require remedial legislation, and I respectfully invite attention to them.

NAVAL ACADEMY.

The largely increased number of vessels, and the greatly augmented force of the navy in every respect, call for an additional number of educated and properly disciplined officers. But it is well known that, while the demand for officers has increased, there has been a large diminution of their number by the desertion of those who, at the commencement of the insurrection, left the service. Efforts to supply the deficiency, and meet our necessities from the Naval Academy as early as possible, have been attended with embarrassment from legislative action in regard to appointments. The school itself has been restricted, not only by its removal, but by the failure to complete the authorized number, in consequence of no selections of candidates having been made by representatives in many of the districts.

Whatever may be thought of the propriety of surrendering to the popular branch of the legislative department of the government appointments, or the control of appointments, expressly confided, in all cases, by the Constitution to other departments of the government, and never to either branch of Congress, or of the policy of mingling the legislative authority with executive duties, the practice of the department has been to make the rule of appointment accord with the laws which are enacted. It is not necessary to discuss in this place the right of Congress to prescribe the locality from which appointments shall be made. As an indication of a disposition that the naval officers should be distributed throughout the country, the Executive has made it a point to conform, as far as practicable, to the rule or regulation indicated in the several laws upon the subject. In consequence of the insurrection, however, and the neglect or refusal of several of the States to elect representatives to Congress, the number of midshipmen had become reduced at the period when the country required an increase, and the efficiency of the navy was thus impaired or diminished by the rebellion, for the suppression of which its fullest power was invoked. Notwithstanding the desire to conform to the wishes of Congress, so far as they could practically be carried into effect, it was deemed unwise to permit those who were waging war against the

government to weaken its energy and impair its strength, or to destroy or lessen our naval power by permitting the insurgents, through neglect, to reduce the numbers of so valuable an institution as the Naval Academy, through a literal adherence to regulations of doubtful constitutionality. Foreseeing this state of things, I have, in former reports, suggested to Congress that the Executive should have authority, in form of law as well as in fact, to select candidates for unrepresented districts as well as for districts whose representatives should have made no selection.

When, therefore, the period approached for the formation of the class of the present year, and there remained a large number of vacancies unsupplied, it was concluded to fill up the Academy by appointments for some of the vacancies created by the rebellion. Such a course of action, plainly demanded by the exigencies of the public service, appeared to be in accordance with the policy and spirit of the act of July 16, 1862, though some of the provisions of that act, as it was passed, appear to be expressed in inapt terms, and to be, indeed, to some extent, confused, if not contradictory.

The number of midshipmen authorized by law is 515; the number now in the Academy is 376, leaving 139 vacancies, and it is proposed, unless Congress shall otherwise direct, to form a second class at the half-yearly examination in February by appointments to all the existing vacancies, the representatives having an opportunity to select candidates from their respective districts, the places belonging to which have been made vacant. During the disturbed and unsettled condition of the school and the country, I have been under the necessity of detailing and ordering to active duty some of the officers connected with the institution, and, for the time being, have selected civilians as instructors or assistant professors.

Under the extreme pressure for trained and educated naval officers, the midshipmen of the two highest classes were last year detached from the school and ordered into active service. Two advanced classes have been formed, which are striving with commendable zeal to complete their studies a year within the prescribed period. Instruction in practical seamanship is continued during the whole academic year. The midshipmen are all organized in two ship's companies, each one having his station assigned him in all movements. In addition, they are embarked every week on board the practice ships John Adams and Marion.

I earnestly commend the Naval Academy to the fostering care of Congress, and reiterate my sense of its importance to the efficiency of the naval service. Its cost, even upon a liberal scale of expenditure, would be insignificant as compared with its usefulness when properly managed.

PRIZES.

Persistent and systematic efforts to evade the blockade, and to convey articles, contraband of war, to the insurgents, have led to many captures. At the date of my last annual communication, one hundred and fifty-three vessels were reported to have been seized by the blockading squadrons. There have been since captured, and re-

ported to the department, three hundred and ninety vessels of all descriptions, making a total of five hundred and forty-three vessels that have been seized since the blockade has been instituted. Some of the vessels captured which were frail and not calculated for a sea voyage, were destroyed, but most of them, including a number of valuable steamers, have been sent in for adjudication.

Some modifications of the laws relative to proceedings in prize cases were made during the last session of Congress, but further legislation would seem to be necessary to facilitate the adjustment of these cases, and insure the prompt distribution of prize money.

Of the large number of vessels sent in for adjudication, in only forty-five have the proceedings been brought to a close, and while several millions of dollars in amount have been captured, and are in process of condemnation, the amount yet ordered to be distributed is but $554,176 51. Of this sum $376,595 65 is under decrees of the court at Key West.

MARINE CORPS.

In submitting his annual report the colonel commandant of the marine states that the corps is now six hundred men short of the complement, as exhibited by the general return, while, in his opinion, an increase of five hundred men, with a proportionate number of officers, is required.

There has always been a divided opinion among naval officers in regard to maintaining a distinct organization of marines for service on ships-of-war, even before the great change which the service has undergone by the introduction of steamers, with their corps of engineers, firemen, and attendants. An incongruity attaches to the system, for the marines are partly under the army laws and regulations, and partly under the naval code. On shore they are paid by a marine paymaster, on shipboard by a navy paymaster. They are subsisted on the army ration on shore, while on shipboard they have the navy ration. Consequently the condition of the marines vary from shore to ship, or ship to shore, as they may be employed.

It would be better were the corps to be permanently attached to either the naval or army service, instead of occupying an equivocal attitude as regards both.

The discipline and proficiency of the corps are reported to be satisfactory.

It is respectfully submitted that it is due to the corps, from its numbers and position, that the commander should be made a brigadier general, and thereby have rank corresponding with like commands.

SEAMEN AND EMPLOYEES IN NAVY YARDS.

The number of persons employed on board of our naval vessels, including receiving ships and recruits, is about 28,000; and there are not less than 12,000 mechanics and laborers employed at the different navy yards and naval stations.

It would be difficult to state the number employed at private yards and establishments on government work and under contracts with the department.

THE BUREAUS.

The reports of the several bureaus connected with the department exhibit in detail the operations of the year in all matters pertaining to them respectively.

The chief of the Bureau of Yards and Docks details specifically the various changes that have been made during the past year in the different navy yards, and gives his reasons at length for not purchasing land on Seavey's island, for which a contingent appropriation was made at the last session of Congress. He also offers some suggestions relative to the location of a navy yard to meet the wants of the country in the construction of iron and armored vessels.

The chief of the Bureau of Construction submits the usual statistics connected with his department. The large expenditure and vast details that devolve on this officer make his duties at all times arduous and responsible, and they have been immensely increased by the times, yet they have been met and discharged with unwearied assiduity. By the establishment of the Bureau of Equipment, the labor of the construction bureau will be greatly relieved; yet it must, under any circumstances, be onerous and responsible.

The improvements in ordnance equal, perhaps, if they do not excel, those which are made in armature. On this subject great progress has been made within a few years, and the theory and practice, under the direction of the skilful officer who has given it his special attention, and whose abilities in that capacity originally caused him to be detached from active duty afloat, and whose great services led him to be placed at the head of the Bureau of Ordnance, have elevated the standard of ordnance in the navy.

Like every other branch of the public service, that of ordnance was wholly unprepared for the great crisis that befel the country in 1861, and one of the most embarrassing difficulties at the commencement of our national troubles was that of procuring ordnance as rapidly as was required for our increasing navy. To remedy the deficiencies and wants when our vessels were multiplying, we were compelled for a time to revert to old artillery which had been discarded, and to avail ourselves of extraordinary means to meet the then existing necessities. These difficulties have been, in a measure, overcome, and our ordnance is greatly improved and improving.

It gives me pleasure to invite attention to the elaborate and exceedingly interesting report of the chief of the Bureau of Ordnance, and to ask the favorable consideration of Congress to his suggestions, particularly those recommending an ample supply of munitions in advance for the service.

The chief of the Bureau of Provisions and Clothing transmits the usual abstracts and statements of the operations of his department, and calls attention to the working, particularly in time of war, of the present contract system as required by law. In some respects it may

be modified for the better, and if the article of bread, and perhaps other naval supplies, were taken from the list of contract articles the government might be better served. The chief of the bureau recommends the establishment of a government bakery, and is of opinion that a more satisfactory article than is now furnished, and one less liable to deterioration, would be made, and with economy to the government. The change would undoubtedly have its advantages, and is commended to favorable consideration. It is also suggested that owing to a change in the character of naval vessels the pay of clerks to paymasters is wholly inadequate and disproportioned to the salary of other officers.

With the enlargement of the naval force, a corresponding increase has been required in the medical department. The report of the chief of the Medical Bureau furnishes the usual items of expense and the statistics for the year of the sick, killed, and wounded. One hundred and ninety-two have been killed, four hundred and seventy-four wounded, and twenty-three thousand one hundred and sixty-one have been under treatment. The total number of deaths has been one hundred and seventy-eight, a per centage of 0.77 to the whole number of cases treated. At the last session of Congress an appropriation of $10,000 was made for the erection of a hospital on Seavey's Island. The sum is deemed inadequate, and the appropriation was so connected with the purchase of land that it has been unavailable. Twenty thousand dollars is desired for a hospital at Portsmouth, New Hampshire, disconnected with propositions for the purchase of land, leaving the site to the judgment of the department. As additional hospital accommodations are urgently needed, I recommend the applications to early and favorable consideration.

The Bureaus of Equipment and Recruiting, Steam Engineering and Navigation, having been organized subsequent to the close of the fiscal year, have only submitted estimates for the coming year.

EXPENSES AND ESTIMATES.

The appropriations made at the regular and special sessions of Congress for the fiscal year ending June 30, 1862, were $43,615,551 77. The expenses of the department during the same time were $42,200,529 96—leaving an unexpended balance of $1,415,021 81. The amount expended includes the payment for the construction of fifty-two steamers; the purchase, alterations, and armament of one hundred and seventy-five steamers and sailing vessels; all the charter-money paid by the department, together with all the increased expenses incident to the enlarged navy. The amount appropriated for the current fiscal year, (ending June 30, 1863,) is $52,814,359 07. The estimates submitted for the fiscal year ending June 30, 1864, amount to $68,257,255 01, viz:

Navy proper	$65,096,277 70
Marine corps	1,248,417 31
Navy yards	1,604,123 00
Hospitals	82,400 00
Magazines	33,522,00
Miscellaneous	192,515 00
	68,257,255 01

The objects for which the appropriations are required are given in detail in the reports of the chiefs of the bureaus and the commandant of the marine corps.

CONCLUSION.

I have thus endeavored to place before you and the country an exposition of the action of the Navy Department, and of the achievements of the navy during the past year. My account is, I am aware, necessarily imperfect, and I therefore again refer for interesting and important details to the subsidiary reports herewith presented, which I commend to the attention of the government and the country. If what I have written shall be considered as attesting in any degree the foresight and energy of this department, then I request that a generous measure of approbation may be awarded to those by whom I have been officially aided. I esteem myself and the country fortunate in the selection of those who have been associated with me in administering the duties of this department. In the Assistant Secretary I have ever found an able, earnest, and efficient coadjutor. And it gives me pleasure to acknowledge the aid which I have at all times received from the energy, experience, and wise counsel of the several Chiefs of Bureaus in my administration of our naval affairs, and which have been of the highest value to the service and the country.

But most of all do I commend to the gratitude and praise of their government and country the officers and men of the naval service. In my last annual report I said that in their hands the historic renown of the American navy had been elevated and augmented. Another year of their heroic and triumphant service authorizes and impels me now to state that no country ever owed a higher appreciation to its navy than is justly due to ours. No choice of naval officers for high commands or important administrative positions was ever more fortunate or successful.

For myself I claim only the merit—which, being manifest official obligation, can scarcely be considered a merit—of having in a conscientious spirit devoted in this memorable crisis of our history, with unwearied and unceasing effort, my best powers to the performance of the arduous and responsible duties of the head of this department.

GIDEON WELLES,
Secretary of the Navy.

To the PRESIDENT.

REPORTS OF OFFICERS.

REPORTS.

NORTH ATLANTIC BLOCKADING SQUADRON.

Commander O. S. Glisson's report of the destruction of a light-ship, December 30, 1861.

UNITED STATES STEAMER MOUNT VERNON,
Off Wilmington, N. C., December 31, 1861.

SIR: I have to report to you that having observed that the rebels made use of a light-ship (which was formerly on the Frying-pan shoals) as a beacon for guiding vessels in and out of the harbor, and for the purpose of annoying us by hoisting lights at night, I determined to take advantage of a hazy night, with the wind off shore, to effect her destruction. I therefore sent the cutter and gig last night at midnight to destroy her if possible. The cutter I placed under the command of Acting Master Alick Allen, with Mr. John P. Foote, coast pilot, and a crew of five men, who were all well armed; this boat was also well supplied with combustible materials for the purpose of firing the vessel. The gig was under the command of Acting Master Henry L. Sturges, and had a crew of six men, who were also well armed. In going in this boat took the lead, and while the cutter was alongside of the light-vessel, she lay off on her oars ready to support her in the event of an attack being made.

From the officers in command of the boats I gather the following particulars: The boats pulled in together till they got within a short distance of the light-vessel on the off side of her from Fort Caswell; the cutter then pulled under the starboard quarter of the vessel, and by the assistance of a rope found hanging there, the two officers, a boatswain's mate and a quartermaster, climbed on board. They found that she was quite deserted, and that carpenters had recently been at work on her putting up additional berths and cutting gun-ports. She was pierced for eight guns—six broadside and two after guns—and had the fighting-bolts in the deck, and everything nearly ready for mounting the guns. It was evidently intended to arm her for harbor defence. They found large quantities of wood lying about, and, with the assistance of the combustibles taken in the boat, a heap of combustible matter was soon collected, which, when well saturated with turpentine, was set fire to. The fire was discovered from the fort, (which was so near that the voices of the men giving the alarm were distinctly heard by those on board of the light-vessel,) but no effort was made to molest the boats until they were out of sight. The fort then opened fire from her great guns in the direction of the boats, but they were far removed from harm's way, and we had the pleasure of seeing the vessel burn to the water's edge, and at this time there is not a vestige of her to be seen above the water.

It gives me pleasure to state in this communication that every officer and man in this ship was a volunteer for this expedition. Much credit is due, both to the officers and men, for the able manner in which they discharged their hazardous duty.

I am, sir, very respectfully, your obedient servant,

O. S. GLISSON,
Commander, United States Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Atlantic Blockading Squadron, &c.

Flag-Officer Goldsborough's report of arrival at Hatteras inlet January 13, and of vessels in readiness for service.

UNITED STATES FLAG-STEAMER PHILADELPHIA,
Hatteras Inlet, January 23, 1862.

SIR: I have the honor to inform the department that I arrived here from Hampton roads, in the army transport Spaulding, on the morning of the 13th instant, just at the commencement of a strong northeast gale of wind, which lasted until the morning of the 15th, when for the first moment we were enabled to commence moving our naval vessels to a position in the sound over and beyond the bulkhead, where seventeen of them now lie, and have been lying for several days, under the immediate command of Commander Rowan, in full readiness for operations of any sort. This, in effect, now gives us the naval command of the sound; its military command will be secured by taking Roanoke island.

With the exception of the Whitehall, Perry, and Barney, all the vessels intended to serve on the expedition have safely arrived. The Whitehall, in trying to get here, became so seriously disabled that she was compelled to put back into Hampton roads, whence I ordered her to Newport News, to remain with the Congress and Cumberland, whose mechanics will do everything they can to put her in useful order. I no longer look for her services on this expedition. In case of an attack at Newport News, she will be of good service there. She is doubtless the worst sea-boat of all the ferry-boats with which I have had to do, and certainly the most unfortunate.

Why the Perry and Barney have not arrived here, is more than I know. They ought to have left Hampton roads more than a week ago. As they are both armed with 9-inch guns, I should greatly prefer to have their services but, in an onward movement, I shall not wait a moment for them.

General Burnside is here with the most of his vessels and all his troops. He reached this inlet, in the Picket, simultaneously with my arrival in the Spaulding. Owing to various difficulties it was not in his power, before yesterday, to make any rapid progress in getting his vessels over the bulkhead. Some of the difficulties, I fear, will prove insuperable, but many of them will be surmounted in a day or two. Then we shall at once move together to our destined point of attack.

The channel-way of this bulkhead is shallow, narrow, and tortuous. Under the most favorable circumstances scarcely an inch more than 7½ feet of water can be found in it. It was only by the greatest exertions and perseverance on the part of my officers and men, and by turning every possible expedient to prompt account, that our vessels of the heaviest draught (some of them drawing quite eight feet) were worried through this perplexing gut; and it was in contending with this difficult passage, with our vessels struggling along unavoidably one by one, that I first expected opposition from the enemy; but nothing of the sort occurred. Until quite recently he was in the habit of visiting this neighborhood weekly, and amusing himself by keeping just out of harm's way, and expending ammunition from rifled guns at the vessels in this harbor. In no instance, however, did any projectile of his ever reach one of them. I had occasion to send out a steamer day before yesterday to ascertain if a certain buoy in the sound was still in its place, and, while engaged upon this service, she discovered two rebel steamers in the distance. On the fact being communicated to Commander Rowan, he instantly put after them with several of our steamers, but they at once took to flight, and were too far off to be overhauled. Any decided approach now to this quarter on the part of the enemy, with all the force he can muster, would, to a moral certainty, result in his speedy capture or destruction.

I have the honor to enclose to you herewith a list of the vessels over the

bulkhead, and in readiness for operations, showing the names of their commanders, and the character of their armament.

January 26.—The above was written to go by the Spaulding on the 23d, but a severe gale of wind has detained her. Since then the Commodore Perry has arrived, and General Burnside has succeeded in getting a considerable number of his vessels over the bulkhead. Things now look hopeful, and I sincerely trust that we shall be at the enemy very soon. The Commodore Barney, I am informed, was to have sailed two hours or so after the Perry. I therefore look for her every moment.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

UNITED STATES FLAG-STEAMER PHILADELPHIA,

Hatteras Inlet, January 19, 1862.

The following is a list of the vessels now over the bulkhead and in readiness for service, showing the names of their commanders and the character of their armaments:

Names of vessels.	Names of commanders.	Armament.
1. Stars and Stripes.	Lieut. Com'g Werden	4 8-in. of 55 cwt.; 1 20-pdr. Parrott.
2. Louisiana	Lieut. Com'g Murray	1 8-in. of 63 cwt.; 1 32-pdr. of 57 cwt.; 2 32-pdrs. of 3 cwt.; 1 12-pdr. rifled Dahlgren
3. Hetzel	Lieut. Com'g Davenport	1 9-in. of — cwt.; 1 80-pdr. rifled.
4. Underwriter	Lieut. Com'g Jeffers	1 8-in. of 63 cwt.; 1 80-pdr. rifled; 1 12 pdr. rifled; 1 12-pdr. smooth bore.
5. Delaware	Lieut. Com'g Quackenbush	1 9-in. of — cwt.; 1 32 pdr. of 57 cwt.; 1 12-pdr. rifled.
6. Valley City	Lieut. Com'g Chaplin	4 32-pdrs. of 42 cwt.; 1 12-pdr. rifled.
7. Southfield	A. V. Lt. Com'g Behm	3 9-in. of — cwt.; 1 100-pdr. rifled.
8. Hunchback	A. V. Lt. Com'g Colhoun	Do. do.
9. Morse	Act'g Master Hays	2 9-in. of — cwt.
10. Whitehead	Act'g Master French	1 9-in. of — cwt.
11. Seymour	Act'g Master Wells	1 30-pdr. rifled; 112-pdr. rifled.
12. Shawsheen	Act'g Master Woodward	2 20-pdrs. rifled.
13. Lockwood	Act'g Master Graves	1 80-pdr. rifled; 1 12-pdr. rifled; 1 12-pdr. smooth bore.
14. Ceres	Act'g Master McDiarmid	1 30-pdr. rifled; 1 32-pdr. of 33 cwt.
15. Putnam	Act'g Master Hotchkiss	1 20-pdr. rifled.
16. Brincker	Act'g Master Giddings	1 30-pdr. rifled.
17. Granite	Act'g Master's Mate Boomer	1 32-pdr. of 57 cwt.

The above force exhibits as follows:

11 guns of 9-in.	4 guns, 32-pdrs., 42 cwt.
2 guns, 100-pdr. rifled.	4 guns, 32-pdrs., 33 cwt.
3 guns, 80-pdr. rifled.	3 guns, 30-pdr. rifled.
2 guns of 8-in., 63 cwt.	4 guns, 20-pdr. rifled.
4 guns of 8-in., 55 cwt.	6 guns, 12-pdr. rifled.
3 guns, 32-pdrs., 57 cwt.	2 guns, 12-pdr. smooth bore.
25	23
	25
	Total 48 guns.

L. M. GOLDSBOROUGH, *Flag-Officer.*

Flag-Officer Goldsborough reports the capture of Roanoke island, N. C.

UNITED STATES FLAG-STEAMER PHILADELPHIA,
Off Roanoke Island, February 9, 1862.

SIR: Roanoke island is ours. Its military authorities struck to us yesterday. Their means of defence were truly formidable, and they were used with a determination worthy of a better cause. They consisted of two elaborately constructed works, mounting together twenty guns, three of them being 100-pounder rifles; four other batteries, mounting together twenty guns, a large proportion of them being also of larger calibre, and some of them rifled; eight steamers, mounting two guns each, and each having a rifled gun with the diameter of a 32-pounder; a prolonged obstruction of sunken vessels and piles to thwart our advance; and, altogether, a body of men numbering scarcely less than five thousand, of whom three thousand are now our prisoners. The fighting commenced on the morning of the 7th instant, at about 11 o'clock, and was continued until dark. The following morning it was renewed at an early hour, and it lasted until well in the afternoon, when, by a bold charge of our army, the rebel flag was made to succumb, and our own was hoisted everywhere on the island in its place. No attack could have been more completely executed, and it was carried out precisely in accordance with the arrangements made before the expedition left Hatteras inlet.

A detailed account of the operations of the naval branch of the expedition will be forwarded to the department hereafter.

I beg to submit herewith a copy of a general order issued to-day to be read on the quarter-deck of each vessel belonging to that branch of the expedition.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES FLAG-STEAMER PHILADELPHIA,
Off Roanoke Island, February 9, 1862.

GENERAL ORDER.

To the officers and men under my command engaged in the reduction of Roanoke island:

Your efforts of yesterday and day before against the enemy were alike worthy of yourselves and the sacred cause that your glorious flag upholds.

I thank you for them, and congratulate you upon the results achieved. No commander-in-chief could have been more gallantly sustained, or could have desired a more gratifying display of coolness, skill, and discipline.

We have yet more work of the kind to accomplish, and will soon deliver another blow to crush the hydra of rebellion. From what I have already witnessed, I am sure that you will do it well.

L. M. GOLDSBOROUGH,
Flag-Officer, Commanding North Atlantic Blockading Squadron.

Engagement off Elizabeth City, North Carolina, on the 9th February, 1862, and destruction of enemy's naval force and battery on Cobb's Point.

UNITED STATES FLAG-STEAMER PHILADELPHIA,
Off Roanoke Island, February 10, 1862.

SIR: Just as I closed my despatch to you of yesterday I received reliable information that the rebel steamers which escaped from here had gone to Elizabeth City, and thereupon I immediately ordered Commander Rowan to take thirteen of our steamers under his command and go in pursuit of them; and also, if practicable, to execute other important service, viz, the destruction up the North river of a link of the Albemarle and Chesapeake canal. He dashed off with a whole heart at his work, and the way he has already accomplished the first part of it his own preliminary report, a copy of which I have the honor herewith to enclose, will inform you. I have decided to send the Stars and Stripes off to Hampton roads to-morrow morning to bring me ammunition from there without delay. Mr. Van Brunt, my secretary, will go in her, and proceed to Washington to deliver to you my despatches and two of the rebel flags we have taken.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER DELAWARE,
Off Elizabeth City February 10, 1862.

SIR: I have the happiness to report that I met the enemy off this place this morning at nine o'clock, and after a very sharp engagement succeeded in destroying or capturing his entire naval force and silencing and destroying his battery on Cobb's Point. The only vessel saved from destruction is the steamer Ellis, Captain J. M. Cook, who is wounded and a prisoner on board this ship. I have other prisoners.

I am happy to say that our casualties are few, considering the warmth of the enemy's fire—say two or three killed and some wounded.

I send the Ellis to you under command of Acting Master Chase, of this ship, whom I hope you will confirm in the command.

The conduct of the gallant men I have the honor to command is worthy of all praise.

A detailed account will be furnished when I have time.

I am happy to say that none of the vessels are severely injured. I shall leave here a small force, and visit the canals, and take a look into the other places before I return.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,
Commander, United States Navy.

Detailed report of attack and capture of Roanoke island, North Carolina, February 7 and 8, 1862.

UNITED STATES FLAG-STEAMER PHILADELPHIA,
Off Roanoke Island, February 18, 1862.

SIR: The following detailed report concerning the part taken by some of the vessels belonging to the North Atlantic blockading squadron in the engagement of the 7th and 8th instant, I have now the honor to submit:

On the 28th ultimo, *all* the vessels composing the naval branch of our combined expedition intended by my arrangements to participate in the reduction of Roanoke island, and operate elsewhere in its vicinities, were over the bulkhead at Hatteras inlet and in readiness for service; but, owing to circumstances already communicated to the department, it was not until the 5th instant that those composing the army branch of it were similarly situated.

The naval vessels in view, all of which were placed by me under the general command of Commander S. C. Rowan, were the Stars and Stripes, Lieutenant Commanding Reed Werden; Louisiana, Lieutenant Commanding A. Murray; Hetzel, Lieutenant Commanding H. K. Davenport; Underwriter, Lieutenant Commanding William N. Jeffers; Delaware, Lieutenant Commanding S. P. Quackenbush; Commodor ePerry, Lieutenent Commanding C. W. Flusser; Valley City, Lieutenant Commanding J. C. Chaplin; Commodore Barney, Acting Lieutenant Commanding R. T. Renshaw; Hunchback, Acting Volunteer Lieutenant Commanding E. R. Colhoun; Southfield, Acting Volunteer Lieutenant Commanding C. F. W. Behm; Morse, Acting Master Commanding Peter Hayes; Whitehead, Acting Master Commanding Charles A. French; Lockwood, Acting Master Commanding G. W. Graves; Brincker, Acting Master Commanding John E. Giddings; I. N. Seymour, Acting Master Commanding F. S. Wells; Ceres, Acting Master Commanding John McDiarmid; Putnam, Acting Master Commanding W. J. Hotchkiss; Shawsheen, Acting Master Commanding Thomas G. Woodward; and Granite, Acting Master's Mate Commanding E. Boomer.

During our detention at the inlet we resorted to every means in our power to get accurate information of the enemy's position and preparation, and we obtained enough to enable us to arrange our programme of attack, which, in substance, was as follows: The naval division was to lead from the time of starting up to that of encountering the enemy. The marshes, in case of being defended by a battery and the enemy's vessels, were to be passed by noticing the former only in a transitory way, and by dashing, without delay, directly at the latter. On approaching Roanoke island sufficiently near, the batteries at Pork and Sandy Points (if any at the latter) and the vessels of the enemy, if drawn up to meet us, were to be the first objects assailed by the naval division, aided by such fighting vessels, under the general command of Commander Samuel F. Hazard, as the army division could afford.

While this work was going on the army, under cover of its own vessels and six of our armed launches, was to land at Ashby's harbor, or, if preferable, a portion of it at Sandy Point, half a mile above. In advancing from the inlet the vessels of both branches of the expedition were to observe my signals.

Early on the morning of the 5th, the necessary general signals for a move were thrown out from the Philadelphia, and, as soon afterward as could be expected for so large a number of vessels, all were under way, with the naval division as prescribed arranged in three columns, commanded, respectively, by Lieutenants Commanding Werden, Murray, and Davenport. Although the weather favored us, our progress was unavoidably slow.

Apprehending that the buoy on the eastern extremity of Long Point shoal, distant some twenty miles from the inlet, might have been removed, a steamer,

with the Granite in tow, was sent ahead to ascertain the fact, and, if necessary, to place another already prepared in its stead. Fortunately, it had not been removed. A flag, however, was placed upon it, a signal of caution was made, and thus the shoal, the worst obstruction in the way, was safely avoided by each and all.

At sundown, having arrived off Stumpy Point and within ten miles of the marshes, the whole force anchored by signal, each vessel occupying as nearly as practicable, the same relative position toward the rest as she had done in steaming. Here it was judged expedient to detail a small party to visit a certain house on the mainland for the purpose of securing, even forcibly, the services of a certain individual, whose name had been given to us at the inlet. An officer took it in charge, and before midnight he brought the man to me on board the Philadelphia.

Early the next morning, accompanied by the chief of my staff and fleet, Captain Commander Augustus L. Case, Captain's Clerk H. G. B. Fisher, as signal officer, with two petty officers to assist him, and Lieutenants Thomas R. Robeson and Nathaniel S. Barstow, of the army signal corps, with their party of four men, I changed my quarters temporarily from the Philadelphia to the Southfield, and hoisted my flag on board of her. In a little while afterward our whole force, by signal, was again under way with two of our lighter draught steamers, the Ceres and Putnam, a mile or so in advance, in order to detect either the enemy himself or any obstructions he might have concealed. The weather was now thick and threatening, and, of course, bad for distant discoveries. About 9 o'clock, however, it cleared away for a short while in the direction of Roanoke island, and then, for the first time, we distinctly recognized the enemy's armed and other vessels lying at anchor, apparently close in with the shore between Pork and Wier Point; but in an hour and a half afterwards, and when within a couple of miles of the marshes, it again became not only thick, but rainy and windy, and this induced us to anchor once more, still observing the same general order of relative position that we had done the evening before. In the course of the afternoon one of the enemy's steamers approached the marshes for the purpose, no doubt, of reconnoitering our force. She met with no opposition from us, simply because we were not unwilling that she should accomplish her wishes.

The following morning, Friday, February 7, at daylight, the weather was more propitious, and the sky gave evident signs of a clear day. At 9 o'clock, and for the third time since leaving the inlet, the whole force was put under way by another general signal. Besides the Ceres and Putnam, the Underwriter also was placed in advance, the former two to keep not more than 400 yards ahead of the flag-ship, and the latter, at a proper time, to go as much beyond that distance as might be necessary to discover, as early as possible, if a battery had been erected on Sandy Point. The marshes were soon threaded and astern of us. Their passage-way is so narrow as not to admit more than two vessels abreast, and in this order they kept until it was cleared, and the much wider waters of Croatan sound were reached. Being anxious to make a decided impression upon the enemy early in the contest, all the vessels with 9-inch guns were ordered to close up around the flag-ship. At 10.30 a m., the enemy's vessels, eight in number, all being drawn up behind an extensive obstruction formed by a double row of piles and sunken vessels stretching well across the sound and between the forts on Pork and Wier Points, one of them fired a heavy gun, probably intended to announce, generally, that an attack was just impending. In less than an hour afterwards, the Underwriter failing to draw a reply to a shot she had fired, signaled "no battery on Sandy Point." The omission to guard this point was favorable to the arrangement of landing the troops at Ashby's harbor. Had it been protected our difficulties would have been materially increased.

Not long after this announcement, the naval division, composed and com-

manded as stated above, accompanied, as predetermined, by the Picket, Captain Thomas P. Ives; Huzzar, Captain Frederick Crocker; Pioneer, Captain Charles E. Baker; Vidette, Captain John L. Foster; Ranger, Captain Samuel Emerson; Lancer, Captain M. B. Morley; and Chasseur, Captain John West, of the army division, and keeping in close order, had approached the enemy near enough to begin the attack, and to devote the most of its firing against the fort on Pork Point, not neglecting, however, the enemy's vessels, a battery between Pork and Weir Points, and another on Redstone Point, all of which opened fire upon us, but the latter only occasionally, and without effect. By noon, our vessels having approached still nearer, the action became general on their part and that of the enemy. At 1.30 p. m. the effect of our firing caused the barracks behind the fort at Pork Point to burst into flames, and at 2.15 p. m. they were burning furiously, entirely beyond redemption. About this time our vessels being placed by their respective commanders as advantageously as circumstances would permit, the firing was the hottest. Throughout the sound lying between Roanoke island and the main land the depth of water at best is but little, and the bottom everywhere is essentially lumpy and irregular. Even at the distance of a mile and more from the shore where we had to approach, scarcely a general depth at low water of more than seven feet is to be found. With one or two exceptions, none of our vessels drew less than seven feet, and some of them drew rather more than eight. In placing them, therefore, so as to make their various guns to tell effectually, their several commanders had to exercise a sound discretion, and to keep in view the consideration due to the use of shells with fuses fixed in value as to time. To have used, for instance, a five-seconds fuse in shelling uncovered works at a less distance than about 1,400 yards, would not have secured the best results. Toward 3 p. m. the troops, embarked on board of light draught steamers and boats, started to land at Ashby's harbor. The place was guarded by a large body of the enemy, with a field battery, but the Delaware, with Commander Rowan on board, and his division flag at her mast-head, having very judiciously taken up a flanking position to the southward of Pork Point, and thus, most opportunely, being near at hand, immediately turned her guns toward the harbor, and with some 9-inch shrapnels soon cleared the way. At 4.30 p. m. Pork Point battery, and the one next to the northward of it, ceased for a while to reply to our fire; five of the enemy's steamers, apparently injured, went back behind Weir's Point, and the first landing of our troops took place. At 5 p. m. those batteries again opened upon our vessels, and the enemy's steamers once more put forth and opened upon us. In about forty minutes, however, the latter were compelled a second time to retire. One of them, the Curlew, in a disabled condition, had taken refuge under the battery on Redstone Point. At 6 p. m. the firing of the enemy being only from Pork Point, and at long intervals, darkness coming on, and, not wishing to waste ammunition, I ordered the signal "cease firing" to be made. In the course of the afternoon, our six launches, under the command of Midshipman Benjamin H. Porter, landed their howitzers and joined the army, for the purpose of commanding the main road and its two forks during the night, and assisting in more active operations the following morning. By midnight some 10,000 of our troops had been safely landed at Ashby's harbor, the Delaware having taken on board from the Cossack some 800, and put them on shore at 10 p. m.

February 8.—As it was arranged by General Burnside that his forces should move, at a very early hour this morning, from where they had been landed, and begin their attack upon the enemy, and, as the direction they were required to take would, in all probability, soon bring them in the line of fire occupied by the navy, it was agreed between us last night that to-day the vessels should not renew operations until I could receive word from him that their missiles would not be destructive to both friends and foes. At daylight none of the enemy's vessels, except the Curlew, could be discovered.

At 9 a. m. a continuous firing in the interior of the island told us that our forces were hotly engaged about midway between Ashby's harbor and Pork Point battery, and, as this intelligence also assured us that our forces were not then in the range of our line of fire, our vessels, without waiting to hear from General Burnside, at once moved up to re-engage the forts. At this work they continued until the firing in the interior evidently slackened. Then taking it for granted that our troops were carrying everything before them, and thus fast approaching the rear of the batteries, I again ordered the signal "cease firing" to be made. At the time, however, the work on Pork Point was so reduced that it did not use but one gun against us. Shortly afterwards, on being informed by one of General Burnside's aids of the actual state of things on shore, I was induced to order another demonstration on the part of our vessels, but before firing had generally commenced Commander Rowan came on board the Southfield just from General Burnside, with the suggestion that it would be better to desist, and accordingly they were recalled.

At 1 p. m., judging that the time had arrived for clearing a passage way through the obstructions alluded to above, by the accomplishment of which both the battery on Redstone Point and the Curlew might be destroyed, and our advance up Albemarle Sound would be secured, the Underwriter, Valley City, Seymour, Lockwood, Ceres, Shawsheen, Putnam, Whitehead, and Brincker were ordered to perform the service. By 4 p. m. one of them had overcome the difficulty for herself, and reached the other side, and in less than an hour more a sufficient way for all the rest was opened. This important duty could not have been undertaken one moment earlier than it was without exposing our vessels, huddled together, to the converging and cross-fire of the four batteries at Pork, Weir's, and Redstone Points, and another one situated between the former two. About the same time that our vessels succeeded in bursting through the barricades the American flag was hoisted over the battery at Pork Point, and in a few minutes afterwards the enemy himself fired the works at Redstone Point, and also the steamer Curlew. Both blew up in the early part of the evening. These events closed the struggle, which had now lasted throughout two days, and were essentially the last scenes enacted in securing to us complete possession of the island of Roanoke.

A statement of the casualties that occurred will accompany this communication. They amount in all to six killed, seventeen wounded, and two missing. Considering how frequently our vessels were struck, it is remarkable that more did not take place; and considering the character of our vessels, it is also remarkable that none of them were even put *hors du combat*, except temporarily.

It now remains for me to discharge the gratifying duty of speaking of the officers and men under my command on the occasion in view. This, obviously, I can only do, as it were, in a collective way; but the reports of the commanding officers herewith submitted, upon which, necessarily, I have to rely, and in which I place every confidence, will be found more circumstantial. I beg to commend to your consideration the commanding officers themselves, who did their part entirely to my satisfaction, and, in fact, in a most admirable manner. The general order I issued the day after the surrender, a copy of which accompanies my preliminary report, was intended to convey applause and my profound gratitude to all to whom it relates, and I therefore beg that it may be so regarded by the Navy Department. I pray, too, that to the bereaved individuals whose support and comfort depended upon those who are now among the honored dead may be extended the earliest fostering care that circumstances will permit.

It is really difficult for me to state in adequate terms how largely I feel myself indebted to Commanders Rowan and Case for their constant and signal services throughout, from the very inception of the expedition to the consummation of the achievement in view. They, hand in hand, with their marked ability and sound sense, and in the absense of all ordinary facilities, brought about, at

Hampton Roads, the arming, manning, and equipment of the many vessels sent to us, from necessity, in an unprepared condition; and subsequently, they both labored most conspicuously and faithfully, in their respective spheres of action, to vanquish difficulties at the inlet and the enemy at Roanoke. In short, their assistance to me has been invaluable.

I am promised a report by General Burnside with regard to Midshipman Porter's association with his forces, and as soon as it comes to hand I will with pleasure forward it to the department.

Although the Philadelphia did not participate in the action, because of her unfitness for the purpose, still she was ever near at hand, in readiness, if necessary, to tow the disabled, receive some of the wounded, and furnish supplies. Her commander, Acting Master Silas Reynolds, is every way worthy of his trust.

Mr. Fisher performed the important duties of signal officer in the most commendable manner. Not only were all the signals ordered promptly made, but no mistake whatever occurred.

Lieutenants Robeson and Barstow, of the army, were ever in place, and ready, by means of Myers's system of signals, to make known to those not accustomed to our own code whatever I wished.

It will afford me peculiar pleasure, sir, to communicate to you in due season more particular information with regard to the cases of individuals which appear to me to merit a distinct consideration on the part of the government.

I have the honor to be, sir, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER STARS AND STRIPES,
Off Roanoke Island, February 10, 1862.

SIR: In obedience to your order of this instant, I have the honor to submit the following report of the part taken by this vessel in the action of the 7th instant:

At 12 o'clock m. I approached the shore as near as the circumstances would admit of, and opened fire with one 20-pounder Parrot and two 12-pounder rifle guns upon the rebel steamers, and with two 8-inch guns upon the battery on Pork Point, using shell with 10″ and 15″ fuses and hollow shot, many of the shell bursting in and over the fort; while the Parrott and rifle guns did good execution among the rebel steamers.

The action was continued until 6 o'clock p. m., when, in obedience to signal, I ceased firing, and soon after anchored for the night.

I kept my vessel in motion with great difficulty, owing to her great draught of water, and was aground twice during the engagement.

I have no casualties to report among the officers and crew, and no injuries to the vessel, except shooting away a brace, although at times the enemy's shot and shell were passing near and over us.

It affords me great pleasure to allude to the coolness and good conduct of the officers and men upon this occasion.

I herewith enclose the gunner's report of the expenditure of ammunition.

I am, very respectfully, your obedient servant,

R. WORDEN,
Lieutenant Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

UNITED STATES STEAMER LOUISIANA,
Near Roanoke Island, February 8, 1862.

SIR: On the morning of the 7th, in obedience to signal, I got underway with the column under my command, and, in company with the main body of the naval forces, passed through the marshes without accident to any vessel, except the one under my immediate command, which struck an obstruction in the channel and swung entirely round, bearing her weight upon the propeller.

Whilst in this position I hastened to the advance, to sustain the flag officer, the 9-inch gun vessels.

When the naval division of the fleet had passed, our vessel, with the aid of the Seymour, was (with the loss of a flange from her propeller) clear; and, to the great satisfaction of officers and crew, we overtook our position, and were enabled to close with the enemy's fortifications, and share with the other two columns in a bombardment, which has ended in a victory creditable to our arms, and, what is better, of incalculable benefit to our cause.

The Louisiana, early in the action, was set on fire and otherwise severely injured by the explosion of an 80-pound rifled projectile, fired from the enemy's works into her forehold; in six minutes from the time she was struck the fire was out, and the ship re-engaged the enemy; the promptitude and coolness with which the officers and men, under the enemy's fire, and amid so much that was combustible around them, went to the duty of extinguishing the flames was extremely gratifying to me, as an exhibition of high discipline; it is my greatest pleasure as well as duty to say, that during the two days' action I had occasion only to admire the untiring patience and cheerful courage of both officers and crew.

The Barney took a position which Acting Lieutenant Renshaw thought most suitable for the efficiency of his 9-inch guns, and maintained it till his shell were expended. The fire of the Barney was excellent.

The Hunchback, Acting Lieutenant Colhoun, took a position very near the batteries, and sustained considerable damage from the fire of the enemy, which she is now repairing. During the whole of the engagement, and in spite of her injuries, she maintained her proximity to the enemy, to his great apparent embarrassment, and to the admiration of the other ships.

The Seymour and Lockwood, Acting Masters Commanding Wells and Graves, were conspicuously in the foreground throughout the bombardment, these gentlemen meriting my entire satisfaction.

The sloop Granite, Master's Mate Boomer commanding, left me in the early part of the action, being entirely dependent on her sail, finally worked up to close quarters with the enemy, and bearing his part gallantly throughout.

I have not yet received the account of the casualties in the column, or full expenditure of ammunition, but will forward them as supplementary.

I send a full account of ammunition expended on this ship, together with the number and character of projectiles thrown; also a complete list of officers.

Very respectfully, your obedient servant,

A. MURRAY, *Commanding Second Column.*

Commander S. C. ROWAN,
Commanding Flotilla, &c.

LOUISIANA.

Expended in action, February 7 and 8, 1862, off Roanoke Island:

32 pound shell.....			6— 5 seconds.	
			20—10 seconds.	
			28—15 seconds.	
			68 rifle shell.	
Total.....			121	
8-inch shell....	6—10 seconds.	14	9-pound charges powder...	126
		65	8-pound charges powder...	520
	28—15 seconds.	34	4½-pound charges powder...	153
Total	34	68	1-pound charges powder...	68
			Pounds powder.....	867
25 solid shot.				
Total shell and shot.....				181

Respectfully, &c.,

A. MURRAY,
Lieutenant Commanding Second Column.

UNITED STATES STEAMER HETZEL,
Croatan Sound, N. C., February 9, 1862.

SIR: I beg leave to submit the following report:

Being at anchor in Pamlico Sound above the "Swash", at 8 a. m. of Thursday, the 6th instant, in pursuance of signal got under way and steamed slowly up the sound, in order of three columns, as directed.

At 5.30 p. m. "a strange steamer" reported in sight. At 5.55 p. m., in obedience to order, came to anchor near marshes, at lower end of Roanoke island.

At 10 a. m. of Friday the 7th got under way and steamed through the marshes, in two columns, as directed.

At 10.30 a. m. saw eight of the enemy's gunboats lying above a battery at Pork Point on Roanoke island, and behind a line of obstructions, consisting of piles driven and vessels sunk across the channel, in range of this battery. Obeyed signals to "follow and engage the enemy."

At 11.38 a. m. a shot was fired from one of the enemy's gunboats, answered by one of our vessels. The battery soon opened, and the order being given to "close in upon the enemy," the firing soon became general.

At 1 p. m. a shot from one of the guns carried away the upper part of the enemy's flag staff, bringing his flag down by the run; it was soon replaced, however, on a smaller staff on the breastwork. A 1.30 p. m. enemy's quarters set on fire by exploding shell.

At 2.10 p. m. a 32-pounder round shot struck us on the water-line, just abaft the starboard wheel, lodging in the coal bunker of that side. Signaled the fact to the flag-ship, and withdrew from action to repair damages.

At 2.40 p. m., having temporarily repaired the injury sustained, went again into action.

At 4.15 p. m. a rifle shell from one of the enemy's vessels exploded over us; and one of the fragments striking Master's Mate Charles Harris on the head killed him instantly.

At 5.15 p. m. our 80-pounder rifled gun, aft, burst in the act of firing a solid shot, prostrating every man at the piece and wounding six of them—three severely—but, fortunately, killing none. The part forward of the trunnions fell upon the deck; one-third of the breach went overboard, carrying away the port bulwarks; another flew high into the air, and fell into the water just alongside; and the remaining portion, weighing about a thousand pounds, was driven through the deck, breaking one of the beams, passed through the magazine and the deck below, and lodged upon the keelson. The magazine was set on fire, and only extinguished in time to avoid an explosion by the presence of mind, promptitude, and intrepidity of Lieutenant Charles L. Franklin, executive officer, whom I beg to recommend to your especial consideration and that of the department.

Reported accident to flag-ship, and, at six p. m., anchored beyond reach of the enemy's guns.

On Saturday the 8th, at 8.30 a. m., went in and reported to Commander Rowan, and at 9 a. m. went alongside steamer Philadelphia and received on board carpenters to repair damages sustained by bursting of gun.

Proceeded thence to sloop Granite, and took from her a long 32-pounder, with shot and shell; left her side at 3 p. m. and anchored near by.

At 1 p. m. Master Daniels left the ship for the purpose of taking command of party with launch howitzers, appointed to act in concert with land forces.

At 3.30 p. m. the body of Mr. Harris was taken on shore at Roanoke island and solemnly interred. At 4.30 p. m. observed the American flag flying over the battery, the enemy having abandoned it.

Where all behaved with such coolness, courage, and devotion in sustaining the honor of our flag, it is difficult to discriminate; but I cannot refrain from expressing my high appreciation of the conduct, both professional and otherwise, of Acting Assistant Surgeon N. S. Campbell, who, being the first to discover the ship to be on fire, sent the men to the hose, directed the engineer to turn on the water, and then gave his attention to the wounded, inspiring the men by his coolness.

Acting Assistant Paymaster E. P. Heberdon, although quite unwell, volunteered to act as signal officer, and to take note of the action; and I must acknowledge the faithful manner in which he performed those duties. At the moment of our gun's bursting he was standing near by, and, although escaping unwounded, was severely shaken by the concussion.

The engineer department was managed in a manner that excited my warmest praise.

In conclusion, I beg leave to express my thanks to all my officers and men for their conduct in the action.

I enclose herewith the surgeon's report of casualties, and have the honor to remain, sir, very respectfully, your obedient servant,

H. K. DAVENPORT,
Lieutenant Commanding.

Commander S. C. ROWAN, *U. S. N.*,
Commanding Flotilla, &c., Croatan Sound, N. C.

UNITED STATES STEAMER UNDERWRITER,
Off Roanoke Island, February 9, 1862

SIR: I have the honor to submit the following report of the operations of this vessel during the two days preceding the capture of Roanoke island and dependent fortifications.

At 10 a. m. on the 7th I weighed, in obedience to your instructions, and led in, accompanied by the Ceres on one bow and the Putnam on the other, to define the limits of the channel and pilot the fleet. The latter vessel soon grounded on the west side of the channel, but my pilot proving an excellent one, I kept in the best water; and about 10.30, on passing the marshes, discovered the enemy's vessels, which were subsequently found to be drawn up behind a barricade of sunken vessels and piles, stretching entirely across the sound, supported at each extremity by formidable batteries. On discovering the advance of the flotilla, the rebels fired an alarm gun.

When distant about two miles and a half, I fired a shell, and subsequently a second one at the fort, but did not provoke a reply. On your coming up abeam, in the Southfield, the rebel vessels opened fire, which was deliberately returned. As the other vessels gradually came up, and the channel widened sufficiently for manœuvering, the action becam egeneral with vessels and forts, the former retiring before us.

As your instructions required me to direct my attention to the vessels, I moved up quite near the barricades, but soon found that their batteries were carefully constructed, and, as I approached, I unmasked gun after gun firing through embrasures, four of which, I ascertained, enfiladed the barricade. As it was no part of the plan of attack to force the barricade before the reduction of the forts, or their serious injury, I allowed my vessel to drop back with the current to a position where but two guns bore upon her; these only fired at me occasionally.

The vessels, however, kept up a continual fire on the most advanced vessels on the left of our line. In return I made the most deliberate firing, averaging a shot from each of my rifled guns about once in eight minutes.

A fort on Redstone Point, also one at Wier's Point, occasionally fired a rifled gun at us, but at a range too distant for any effect, except by mere chance.

About 3 p. m., the rebel steamers being a long distance off, I edged over toward the battery, and fired a dozen 8-inch shells, most of which made good practice; then returned to my station, which I retained until the general signal to cease firing was made.

The next morning I went up and exchanged a few shot with the batteries, but ceased upon the recall being made.

In the afternoon, with the steamers placed under my orders, viz: the Underwriter, Valley City, Seymour, Lockwood, Ceres, Shawsheen, Putnam, Whitehead, and Brinker, I proceeded to the barricade for the purpose of removing a sufficient number of piles to allow the passage of the vessels of the squadron.

The principal difficulty consisted in finding the channel. In doing this, the Putnam grounded, and as she was in a most exposed position, if a rebel steamer lying at Redstone Point had advanced, I anchored and sent other tugs to assist in getting her off. In the meanwhile I sent boats to sound, and soon discovered several points of passage practicable after removing a few piles.

The Ceres, however, which I had sent on that duty, found a passage of sufficient width, between an unfinished row of piles and a sunken schooner. On this fact being reported to me I sent her, with several of the pilots, to pass through it, examine beyond, and fix the position of the northeast point of Falker's shoal. She had passed about a quarter of a mile beyond the barricade when I observed some two hundred men, in squads, running down to a battery plainly visible near Weir's Point, and I immediately recalled her.

While deliberating on the propriety of passing through the opening thus discovered, and exposing the vessels to the converging and cross-fire of the batteries at Pork, Weir's, and Redstone Points, our flag was seen entering the battery at Pork Point. I immediately got under way and passed the barricade, touching for a short time on a wreck, owing to one of the other vessels getting athwart my bows. As soon as it was perceived that we were passing the bar-

ricade, the rebels fired the buildings, and subsequently exploded the magazine of the fort on Redstone Point; the steamer lying there was also fired, showing that she must have been disabled by our fire of yesterday. While I was fast, closing the passage, the Lockwood cut the chain fastening two vessels together, and floated one of them out, thus clearing a passage for herself and other vessels, and the Valley City made a dash at a row of piles and forced a passage between them.

By this time it was nearly dark, and, a thick mist setting in, I anchored for the night. I have placed flags to mark the openings, which are sufficiently wide for the passage of any vessels.

In conclusion, I have only to testify to the coolness and attention of both officers and men of this vessel, under the difficult circumstances of being under fire without being permitted to return it, except at long intervals. I am pleased to report no casualties.

Accept my congratulations at the complete success which has been achieved by our arms at so small a sacrifice.

I have the honor to be your obedient servant,

WILLIAM N. JEFFERS,
Lieutenant Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

UNITED STATES STEAMER DELAWARE,
Off Roanoke Island, February 9, 1862.

SIR: I have the honor to submit to you the following report:

On the 7th day of February, 1862, at 10 a. m., the United States steamer Delaware, in obedience to a general signal from the United States flag-ship Southfield, got under way, and proceeded through the "Marshes" toward the battery on Roanoke island known as "Fort Sullivan," or "Pork Point," mounting nine guns, which fort we attacked at 11.30 a. m., and continued the fire, gradually closing in, until about 3 p. m., when we ran within a ship's length of the shore, for the purpose of flanking the fort, from which position we rendered good service by throwing shell of five-second fuse.

About this time I left the vessel, accompanied by my acting aid, Acting Assistant Paymaster F. R. Curtis, landed on Roanoke island, distant some one thousand yards from Fort Sullivan, and took possession of a rebel tent, bringing the same on board. After which, observing a light draught army transport, containing United States troops, proceeding toward the shore, we ran down for the purpose of covering their landing, which object we fully accomplished by driving off with shell a large number of confederate troops secreted in the woods in close proximity to our landing place.

At 5.15 p. m. reported to the flag-ship, and then landed the 51st Pennsylvania regiment, successfully accomplishing it by 8 p. m., when we hauled off and anchored some one hundred yards from the shore, remaining there during the night, for the purpose of protecting the troops that had already landed.

The following morning, at the request of General Burnside, sent Acting Master Chase, in command of ten soldiers of the 9th New Jersey regiment and two boats' crews, in-shore for the purpose of reconnoitering. They were accompanied by Captain DeWolf, United States army, and returned at 11 a. m. After

which, and during the afternoon, rendered assistance to the wounded on shore by sending the necessary medical attendance, warm water, &c.

I am, very respectfully, your obedient servant,

S. P. QUACKENBUSH,
Lieutenant Commanding.

STEPHEN C. ROWAN,
Com'g U. S. Flotilla in Pamlico Sound.

UNITED STATES STEAMER COMMODORE PERRY,
Off Elizabeth City, N. C., February 16, 1862.

SIR: In the action at Roanoke island on the 7th instant we fired two shots at the enemy's steamers at long range at 30 minutes past noon, and then closed in and opened fire on the battery.

At 4 p. m. ran out of fire, loaded our remaining shells, and resumed our position. Fired during the day one hundred and seventy-two 9-inch shells and twenty shrapnels, at distances from two to eight hundred yards.

We were hit by round shot from the battery seven times, five times in the hull. One shot passed through the magazine and through an empty powder-tank; another went between the engine and boiler, and through one of the water-tanks; two shots struck the starboard wheel. We were not materially injured.

Andrew Horton, private, company D, 4th Rhode Island volunteers, had a leg broken by a splinter. No other casualties. My officers and men behaved well.

I have the honor to be, &c.,

C. W. FLUSSER,
Lieutenant Commanding.

Commander S. C. ROWAN,
United States Navy.

UNITED STATES STEAMER VALLEY CITY,
Off Roanoke Island, February 10, 1862.

SIR: I respectfully beg to submit the following report of the action taken by this vessel in the reduction of Roanoke island, North Carolina, on the 7th and 8th days of February, 1862:

February 7, at 9 a. m., agreeably to the instructions of Commander H. K. Davenport, commanding the third column, I took a position astern of the United States steamer Putnam, steaming along the southern shore of Roanoke island.

At meridian, in obedience to general signal "to close with the enemy," I ran this vessel within three-quarters of a mile of the shore and engaged the rebel battery, in company with the United States steamers Commodore Perry, Morse, Whitehead, and Sloop Blinker.

On the second exchange of the enemy's fire a round shot struck the foremast of this vessel, grazing it nearly to the core, rendering the mast, I consider, unable to bear the weight of the foresail.

At 2 p. m. the enemy's fort was set on fire by the shells from this and the other vessels with whom we were in company. At 3 p. m. the flames within the enemy's fort raging fiercely, and their fire having considerably slackened, I run this vessel a quarter of a mile nearer shore, keeping up a brisk fire of shell and round shot against the fort. Received exchanges of the fire from two guns on the eastern angle of the enemy's battery.

At 4 p. m., the enemy keeping up only a desultory fire, continued replying to it until I had expended all the shells I had on board. I then resorted to round shot, and continued the fire until 5.30, when, in obedience to signal, I retired out of range and came to anchor, having expended as follows: 184 6-pound charges, 32-pounder; 99 1-pound charges, 12-pounder rifle howitzer; 99 5-second shells, 32-pounder; 40 10-second shells, 32-pounder; 32 15-second shells, 32-pounder; 14 32-pound solid shot; and 105 12-pounder rifle shells.

In the morning I received from schooner Harwood the following supply of ammunition: 300 pounds cannon powder; 15 5-second shells, 32-pounder; 66 10-second shells, 32-pounder; 5 15-second shells, 32-pounder; 225 cartridge bags; 10 5-second fuses; 20 Dahlgren rifle shells; and 300 friction tubes.

I am happy to report no casualties during the day on board this vessel, the enemy's shot generally flying too high.

I take pleasure in bringing under your notice the very able assistance rendered me by Masters' Mates Benjamin Page and Charles W. Campbell, and the unflinching devotion to their duty evinced generally by the other officers and the crew under my command throughout this day.

February 8, at 10 a. m., in obedience to signal I got this vessel under way, stood in toward the shore and again opened fire on the rebel battery, the enemy returning gun for gun. After expending as follows: 18 6-pound charges, 32-pounder; 3 32-pound solid shots; 10 10-second shells, 32-pounder; 6 15-second shells, 32-pounder; and 3 Hotchkiss's percussion shells, in obedience to signal from flag-officer I retired out of range. Steamed alongside the flag-ship and received orders to report for duty to Captain Jeffers, of the steamer Underwriter.

Upon request of Captain Jeffers, I despatched two boats, under charge of Masters' Mates Brooks and Page, with our pilot, to unmask the channel, which was obstructed by a row of piles, reaching from shore to shore. The channel having been discovered, got under way in the evening in company with the other vessels; stood across the piles and came to anchor off the western point of Roanoke island.

I am happy to report no casualties on board this vessel during this day.

I am, very respectfully, &c.,

J. C. CHAPLIN, *Lieutenant Commanding.*

Commander S. C. ROWAN,
Commanding United States flotilla,
Albemarle Sound, North Carolina.

UNITED STATES STEAMER COMMODORE BARNEY,
Roanoke Island, February 11, 1862.

SIR: Agreeable to your order, I have the honor to transmit to you a report of the action of this vessel against the forts at Roanoke island, on Friday, the 7th instant.

In obedience to your signal on the morning of that day, for the 9-inch guns to advance, at 10 a. m. I engaged the southern or lower battery with 15-second fuses. The first two shots fell a little short, when I again advanced, and was successful in throwing my shells directly, as I supposed, into the fort. At 11 a. m., wishing to try the 10-second fuses, went in still nearer, but got aground, and before getting afloat, used what 10-second fuses I had on board, amounting to thirty, but think the greater part of them took effect on the houses in the rear of battery, as the flames soon burst out from that quarter. After getting into deep water again I took position for 15-second fuses, and it appeared that all the shells did good execution, as I was hailed from the steamer Picket and told that the shots "were beautiful." At this time I directed all the 5-second

fuses to be changed to 15-second, as I could not get near enough to use the former, and to the best of my judgment, out of the entire number of shells thrown, but six fell outside the fort—ninety-nine from No. 1, a forward gun, and twenty-five from No. 2, an after gun, leaving six on board, when it had grown so dark that I could scarcely see your general signal of recall. At 3.30 p. m. this vessel received one shot through her upper works, and one shell burst on the forward deck, but I am happy to state that no one was injured.

I would most respectfully testify to the good conduct of the officers and crew, together with the soldiers on board, and particularly to the good shooting of Masters' Mates Hill and Washburn.

I am, sir, with great respect, &c.,

R. F. RENSHAW,
Acting Second Lieutenant Commanding.

Flag-Officer GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

UNITED STATES STEAMER HUNCHBACK,
Croatan Sound, North Carolina, February 10, 1862.

SIR: In obedience to your order of this date, I respectfully submit the following report of the operations of this vessel in the engagement of the 7th instant with the enemy's battery and gunboats.

We went into action about 11 a. m., directing most of our efforts against their gunboats. They having in a short time withdrawn from range of our guns, in obedience to your signal I closed in with the battey on Pork Point, going as far in as my draught of water would permit. At 3.30 p. m. a shot struck the engine, carrying away the top of one of the cylinder guide-rods and the spring bow, and disabled it. I then anchored and sprung on the battery, with which I was engaged until nearly dark, part of the time being under a cross fire from the enemy's gunboats.

The Hunchback was struck by the enemy's shot eight times, one coming through the hull just above the water line. We fired 204 shell and 4 shrapnel from the three 9-inch guns, and 24 solid shot, 12 percussion, and 64 paper case fuse shells, from the 100-pounder rifle. Though we were in the thickest of the engagement, no one was hurt.

Too much praise cannot be given to the officers and men under my command for the manner in which they did their duty. No commander in battle was ever better supported, and they all deserve well of their country.

I have the honor to be, &c.,

EDWARD R. COLHOUN,
Acting Lieutenant Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

UNITED STATES STEAMER SOUTHFIELD,
Croaton Sound, February 10, 1862.

SIR: In obedience to your order of this day, I have the honor to state that the United States steamer Southfield, under my command, and honored by your presence and flag, opened fire on the rebel fleet, between Weir's Point and Pork Point, and on the fort at Pork Point at 11.30 a. m., on the 7th instant. We continued firing until sundown, when you gave the order to cease firing, and we came to an anchor in 11 feet. As you were on deck during the whole of the engagement, it will be unnecessary for me to particularize. Officers and crew behaved

well and coolly. Allow me to call your attention to the valuable services rendered by Acting Master Richard Vevers, my executive officer, who had charge of the forward division of guns, and contributed largely to the efficiency of the 100-pound Parrott rifle and No. 2 9-inch shell gun. The captains of both these guns showed coolness and skill, and made some splendid shooting. Their names are John Johnson and Charles Coleman. Acting Master's Mate W. F. Pratt, who had charge of the after division and directed all the firing there, deserves much praise. We had, as gun's crew, 17 men of the 9th New Jersey regiment, who behaved remarkably well, considering that they were not used to the handling of large guns. Mr. Pratt made excellent shots, whenever he could get the range clear of other vessels. In fact, I believe we never fired a shot over or near any of our own vessels, and the Southfield being very long, and often very near the bottom, made her very difficult to manage.

Mr. Hayes, acting master and pilot, rendered me very valuable assistance.

On the 8th we commenced firing on the fort again at 9.20 a. m., by your orders. Came to an anchor immediately after, in 10 feet of water, and stopped there till you left us at 6 p. m., when the Philadelphia came alongside.

We met with no casualties, and had only one shot—a 32-pounder—pass through our upper works, and that was about 5 p. m., on the 7th, when we were in range of the Hunchback, which was at anchor with a spring on her cable. We have received no injury and have been ready for service all the time. The slight damage done to the upper works was repaired by a gang of carpenters kindly sent by you on the 9th.

Annexed please find account of ammunition received, expended, and on hand.

Most respectfully, your obedient servant,

CHARLES F. W. BEHM,
Acting Volunteer Lieutenant Commanding.

Commander L. M. GOLDSBOROUGH,
Flag-Officer.

UNITED STATES STEAMER MORSE,
Off Roanoke Island, February 11, 1862.

SIR: In obedience to your order of the 10th instant, I have the honor to submit herewith the following report of the operations of this vessel during the engagement on the 7th instant.

At 11.30 a. m. I approached the shore to within about 1,500 yards, and opened fire with 15″ shells upon the enemy's steamers, disabling the steamer Curlew. About the same time I commenced firing with 10″ and 5″ shells upon the battery on Pork Point, but finding that the latter exploded short of the battery, I ran in near enough to do execution. I then continued firing until my shell were all expended. At 4.30 p. m. signaled to the flag-ship my want of shell, whereupon Captain Case ordered me to withdraw and anchor for the night.

I have to report the loss of one man—Eli Holden, (seaman,) of New Bedford, Massachusetts—during the engagement. The vessel, although struck by shot and shell, sustained no material injury. It affords me great pleasure to call your attention to the brave and gallant conduct of my officers and crew during the whole engagement.

I herewith enclose a report of ammunition expended.

I am, sir, very respectfully, &c.,

PETER HAYES,
Acting Master Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

UNITED STATES STEAMER WHITEHEAD,
Off Roanoke Island, February 9, 1862.

SIR: I engaged the battery on the 7th instant, at 12 m., and kept up a continual fire till 5.45 p. m., at the distance of 1,500 yards, throwing shell effectively. I expended during the time ninety-eight shell, and am happy to say no casualties occurred.

My officers and men merit my warmest thanks for their promptness during the action, particularly T. W. Cook, paymaster's clerk, who rendered important aid in attending to the signals.

Very respectfully, your obedient servant,

CHARLES A. FRENCH,
Acting Master Commanding.

Commander S. C. ROWAN,
Commanding Naval Flotilla, Pamlico and Albemarle Sound.

UNITED STATES STEAMER LOCKWOOD,
Elizabeth City, N. C., February 12, 1862.

SIR: I have the honor to forward the following report of the action at Roanoke island on the 7th instant:

Commenced the engagement at 12 m., and continued it until six p. m, without any casualties. Total expenditure of ammunition: 86 rounds 12-pounder; 62 rounds 80-pounder.

Resumed the action with the enemy's battery at nine a. m. on the 8th instant, which lasted about 45 minutes. No casualties. Expended eight rounds 80-pounder ammunition.

I cannot speak too highly of the conduct of the officers and men under my command.

Very respectfully, &c.,

G. W. GRAVES,
Acting Master Commanding.

Lieutenant Commanding ALEX. MURRAY,
Commanding second column.

UNITED STATES STEAMER HENRY BRINKER,
Off Roanoke Island, February 8, 1862.

SIR: I have the honor to make the following report of the part taken by the vessel under my command in the action off Roanoke island on the 7th and 8th instant:

Entered the engagement of Pork Point battery at 12 m., and continued it until 3.20 p. m., when we were obliged to haul off for want of ammunition.

On the 8th, at 12 m., joined the fleet under command of Lieutenant Commanding Jeffers, and succeeded in forcing the barricade.

I take pleasure in saying that my officers and crew all behaved with the utmost gallantry and coolness.

No casualties occurred, and my vessel was not injured by the enemy's fire. Ammunition expended, 89 rounds.

I have the honor to be, &c.,

JNO. E. GIDDINGS
Acting Master Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

UNITED STATES STEAMER J. N. SEYMOUR,
Croatan Sound, February 16, 1862.

SIR: In obedience to your orders of the 10th instant, I herein have the honor to report the amount of ammunition expended, together with the casualties on board this vessel during the action of the 7th and 8th instants.

At 11 o'clock and 40 minutes a. m. took a position within one and a half miles of the lower battery on Roanoke island. I opened fire with both bow and stern guns, using percussion shell from Parrott gun, and shot and shell alternately in rifled howitzer directing my fire wholly at the barbette guns on the southern extremity of the battery, keeping up a continuous fire until 5.30 p. m., when, finding our ammunition to be reduced to 23 rounds, having expended 91 rounds from 30-pounder Parrott, and 112 from rifled howitzer, I hauled off to procure a fresh supply, being detained until dark in obtaining the same, by which time the firing on both sides had ceased. My boat, in company with others, was ordered on picket duty near the barricade, extending across the sound from Roanoke island to the main land.

I regret to add that Mr. Stephen Mealius, head engineer, was dangerously wounded in the hip, and Wm. Singleton, powder man, instantly killed by the enemy's shot during the afternoon. No damage was done to the vessel, if I except the joiner-work and windows broken by the concussion of our own guns, and a hawser cut in two by an enemy's shot.

Saturday, the 8th instant, at 8.40 a. m. got under way and ran down to within 1,500 yards of the battery, returning the enemy's fire, completely silencing for the time the three barbette guns before mentioned. At 10.55 a. m. a signal from the flag-ship to cease firing. Hauled off and anchored.

Very respectfully, &c.,

F. S. WELLS,
Acting Master Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

UNITED STATES STEAMER CERES,
Off Roanoke Island, February 15, 1862.

SIR: In obedience to your order of the 10th instant, I have the honor to submit the following report of the operations of this vessel on the 7th and 8th instants, at the attack on Roanoke island:

About 10.45 a. m., the Ceres in advance of the right column, I received permission from Commander S. C. Rowan to open fire with my rifled Parrott 30-pounder. I immediately commenced firing; found the first shot fell short, and moved closer up, until I got within range of the enemy's steamers. At 11 a. m. commenced firing at the enemy's steamers with the rifled 30-pounder. At two p. m. stood in toward the fort, until I found I was within range for the 32-pounder shell gun; commenced firing with the 32-pounder on the fort, and firing on the enemy's steamers with the rifled gun. At four p. m. R. M. Coleman, master's mate, in command of the 32-pounder, and Alex. Hand, first loader, were slightly wounded by the premature discharge of the gun, resulting from the improper serving of the vent. Ran alongside United States steamer Stars and Stripes, and had their wounds dressed; from thence went alongside store schooner Howard and received 65 32-pounder shells and two barrels of powder; ran in under the guns of the fort again, and again commenced firing as before on the fort and steamers. At five p. m. a shell from the enemy struck on the upper deck, splitting one of the beams, going through the lower deck,

bursting under the boiler, and carrying away one of the grates of the furnace. About sundown signal was made, "cease firing." Stood out and came to an anchor.

Very respectfully, &c.,

JNO. McDIARMID,
Acting Master Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

UNITED STATES STEAMER GEN. PUTNAM,
Croatan Sound, February 14, 1862.

SIR: In obedience to your order of the 10th instant, I have the honor to submit the following report of our engagement with the enemy on the 7th and 8th instant:

After 12 o'clock m. of the 7th I steamed up to the right of the squadron and commenced firing upon the battery with my 20-pounder Parrott gun, using shrapnel with twenty second fuses, bursting them directly over the battery. Kept approaching the battery and steadily firing, changing the fuse to fifteen seconds, then to ten seconds, and to five seconds, until within 700 yards of the battery; then with broadside to, keeping the boat in motion. I commenced firing shot and shell from our 32-pounder, directing my fire at the enemy's guns, continuing a steady fire from both guns until half-past five o'clock p. m. The shots from the enemy's battery passed to the right and left, but mostly over our heads. For about one hour we received a cross-fire from the rebel steamers on our left. We were once on fire near the machinery, on the hurricane deck, but it was soon extinguished and but little damage done.

My powder being expended, I reported to the commander-in-chief, who ordered me to the schooner Howard for a supply. During the night we made 100 cartridge-bags; on the morning of the 8th we filled them and started, in company with the Underwriter and several other boats, to pass the blockade of sunken vessels. The battery opened fire upon us, which we replied to for nearly one hour, when we were recalled. Through the whole engagement I am thankful to say that no one was hurt on board this vessel.

I take great pleasure in saying that the officers and men under my command pointed the guns with great precision, doing much credit to themselves and honor to that glorious flag which waves so proudly over us.

I am, sir, very respectfully, &c.,

WILLIAM J. HOTCHKISS,
Acting Master Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

UNITED STATES STEAMER SHAWSHEEN,
Off Roanoke Island, February 17, 1862.

SIR: In obedience to your order, I have the honor to submit to you the following report of the part taken by this steamer in the bombardment of Roanoke island, on the 7th and 8th instant:

On the 7th instant, at 11.45 a. m., our first shell was fired, which fell short of the battery. Stood in until within good range, when we took a position on the front wing and engaged the battery, firing alternately from both rifled guns

This position was maintained until sunset, when the signal was made on board the flag-ship to cease firing, we having received no material injury throughout the action. I have only to add that I was ably sustained by all the officers and crew under my command.

After dark I was ordered to take a position in advance of the fleet to watch any movements of the enemy which might take place through the night. Nothing occurring worthy of note, at 8.30 a. m., 8th instant, I was ordered to make another attack on the battery, which attack lasted for an hour, when signal was made to cease firing and all the gunboats engaged retired without our receiving any damage. I expended, throughout the engagement, 82 rounds of ammunition. Having no shot, shell were used altogether.

I am, sir, very respectfully, &c.,

THOMAS J. WOODWARD,
Acting Master, Commanding.

Flag-Officer L. M. GOLDSBOROUGH.

UNITED STATES SLOOP GRANITE,
Croatan Sound, February 11, 1862.

SIR: I would respectfully report that during the action of the 7th and 8th instant I expended 26 five-second and 4 ten-second shells, and 16 solid shot, and 468 pounds charges.

Casualties none; injured none.

I am, very respectfully, &c.,

E. BOONIER,
Acting Master's Mate, Commanding.

Flag-Officer L. M. GOLDSBOROUGH.

UNITED STATES STEAMER HUNCHBACK,
Off Roanoke Island, N. C., February 10, 1862.

SIR: In obedience to your order of the 10th instant, I now submit to you a detailed account of the operations of my battery during the engagement with the rebels on Roanoke island, February 8, 1862.

The officers of the battery were as follows: Acting Master Charles Daniels, of the United States steamer Hetzel; Lieutenants Tillotson and Hughes, of the Union coast guard; Flag-Officer's Clerk Edward P. Meeker, flag-ship Philadelphia; Acting Master's Mate J. B. Hammond, United States steamer Delaware; Acting Master's Mate Walter Griffith, United States steamer Underwriter. At 4.30 p. m., February 7, the signal was made to land the troops, and Brigadier General Burnside ordered me to proceed to Ashby's Cove and report to General Reno.

This I immediately did, and was ordered by him to disembark the pieces. As soon as they were landed I formed them in "columns of pieces," and advanced inland to the fork of the road. Here I stationed two of the pieces; two of the remaining pieces I stationed about half a mile in advance on the left fork, and the other two about the same distance in advance on the right fork. Here we remained until 7 a. m., February 8, when General Foster came up with his brigade to make the advance, and ordered me to follow on after the 25th regiment Massachusetts volunteers.

We immediately manned the drag-ropes and advanced about two miles, when I received an order from General Foster to bring the battery forward as fast as

possible. I now gave the order "Forward, double quick," and we soon sighted the rebel battery, which was situated so as to rake a road which crossed the one upon which we were advancing at right angles, and was flanked on either side by a very thick swamp. As soon as I saw the enemy's fortification I halted and formed the pieces "side battery," with three pieces in the road upon which we were advancing and three on the right of it, and opened fire on the enemy with grape and shell from the rifled guns, and canister, shrapnel, and shell from the smooth bore, doing good execution amongst the reserve in the rear of their battery.

As I had received orders to keep the artillery on a line with the infantry, I advanced the pieces after each fire until they were in the open space directly in front of the rebel battery, where we made a stand under a most destructive fire from the rebel infantry. The men, however, worked the guns with great coolness and determination until all but ten rounds for each piece had been fired, when, as my orders were to reserve that number of rounds, I ceased firing for a short time, but commenced again firing once every two minutes to scatter the enemy's reserve.

We had been firing about three and a half hours when the fortification was stormed, and the rebels retreated towards Weir's Point. As soon as we reached the rebel battery we started on for Weir's Point, but after marching with the artillery about two miles we met General Foster, who told us that the enemy had surrendered, and that we should not be wanted any more. I therefore started on again for the Point, and the next morning embarked the battery and returned to the flotilla.

All praise is due my officers and men for their bravery and the alacrity and coolness with which they executed all of my orders. I particularly recommend to your notice Acting Master's Mate J. B. Hammond, of the United States steamer Delaware, who, by his coolness and intrepidity, elicited my warmest praise. I would also recommend to your notice Lieutenants Tillotson and Hughes, Union coast guard, who served their pieces in the most gallant manner throughout the action.

I now most respectfully submit the above report to your consideration, hoping that the operations may meet with your approval. I am very sorry to report the following casualties in my battery:

Killed.—John McCoy and John Doyle, privates in Union coast guard; James Herbert, private, 9th regiment New Jersey volunteers.

Wounded.—William Miller, private, 9th regiment New Jersey volunteers, seriously; John Saddler, private, Union coast guard, seriously; Nathan Stanford and David Lloyd, privates, Union coast guard, slightly; Benjamin Clinton, private, 9th regiment New Jersey volunteers, slightly.

Respectfully submitted.

BENJAMIN H. PORTER,
Midshipman United States Navy.

Flag-Officer L. M. GOLDSBOROUGH.

LIST OF CASUALTIES AT ROANOKE ISLAND.

UNITED STATES STEAMER HETZEL.

Killed.—Charles Harris, acting master's mate.

Wounded.—Charles Clark, boatswain's mate, severely; Tully McIntyre, seaman, slightly; Joseph N. Ingersoll, ordinary seaman, severely; William Smith, ordinary seaman, severely; Henry Bryant, ordinary seaman, slightly; Henry P. Thompson, coal-heaver, slightly.

UNITED STATES STEAMER SEYMOUR.

Killed.—John Singleton, coal-heaver.
Wounded.—Stephen Mealius, acting assistant engineer, severely.

UNITED STATES STEAMER MORSE.

Killed.—Eli Holden, seaman.

UNITED STATES STEAMER CERES.

Wounded.—R. M. Coleman, acting master's mate, slightly; Alexander Hand, ordinary seaman, severely.

UNITED STATES STEAMER COMMODORE PERRY.

Wounded.—Andrew Horton, private company D, 4th regiment Rhode Island volunteers, severely.

UNITED STATES STEAMER SOUTHFIELD.

Wounded.—Rufus Joy, signal quartermaster, slightly.

MIDSHIPMAN PORTER'S HOWITZER BATTERY, ENGAGED ON ROANOKE ISLAND.

Killed.—John McCoy, private, Union coast guard; John Doyle, private, Union coast guard; James Herbert, private, 9th regiment N. J. volunteers.
Wounded—John Saddler, private, Union coast guard, severely; James Jackson, private, Union coast guard, severely; David Lloyd, private, Union coast guard, slightly; Nathan Stanford, private, Union coast guard, slightly; Benjamin Clinton, private, 9th regiment New Jersey volunteers, slightly; William Miller, private, 9th regiment New Jersey volunteers, severely.
Missing.—Manning Lyons, private, 9th regiment New Jersey volunteers; Nathan Buckley, private, 9th regiment New Jersey volunteers.
Recapitulation.—Killed, 6; wounded, 17; missing, 2.

Flag-Officer Goldsborough's report of destruction of guns, and capture and parole of prisoners, at Edenton, North Carolina.

No. 142.] U. S. FLAG-SHIP PHILADELPHIA,
Off Roanoke Island, N. C. February 14, 1862.

SIR: Since my No. 141, a column of our vessels has visited Edenton, and destroyed some eight guns there. I have not, as yet, received the official reports of the transaction. Others are now engaged in obstructing the link of the Albemarle and Chesapeake canal, connecting North river with Currituck sound, and the work will be done, if possible. There are, however, serious difficulties attending it. I forward, herewith, a very remarkable letter from Mr. M. F. Maury, late of our navy, to Flag-Officer Lynch, which was found among the papers of the latter gentleman when his vessel, the Sea Bird, was captured by our forces. Accompanying it will be found printed specifications of the steam gunboats to which the letter alludes.

The Ellis, the only vessel of the enemy in the fight at Elizabeth City not completely destroyed, is now one of the steamers of our forces. One of the guns is a rifled 32-pounder of 57 cwt., and I would be glad to have projectiles

sent to me for it. They are made, I think, by our army, and perhaps at Fort Monroe. We have taken several of these guns, which I propose to use on board our own vessels, and, therefore, would like to have at least five hundred of the projectiles, and it would be well, perhaps, if they could be accompanied by a suitable number of filled cylinders. Until I receive a supply of ammunition we shall not be able to make any more offensive movements of consequence. Albemarle sound has been well swept, and the greatest consternation prevails among the enemy.

When I come to give you the details of the doings of the officers and men under my command you will, sir, I well know, be rejoiced at the dash and gallantry they have displayed. Their deeds are worthy of the best days of any navy on earth. I am compelled to write this despatch very hurriedly, as I was not aware, until a few minutes ago, that an opportunity offered for sending communications north.

I am, sir, very respectfully, &c.,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—In our captures off Elizabeth City some 39 prisoners, officers and men, belonging to the confederate navy, were taken by our vessels. I have put them all on parole, as we could not conveniently dispose of them otherwise. Each, however, was made to sign a paper pledging his sacred honor that, until duly exchanged, he would neither take up arms against the United States, serve against them in any manner or way, nor divulge anything he may have heard or seen during his captivity. I sent to General Huger a full account of the transaction. When I say "*all*," I mean all that wished to be released on parole. Nine of the number preferred to remain with us, and positively declined to return again to the rebel service or country. If found reliable, they will be shipped by us, on taking the oath of allegiance. L. M. G.

U. S. FLAG-STEAMER PHILADELPHIA,
Off Roanoke Island, N. C., February 12, 1862.

SIR: I have this day released on parole the undermentioned individuals, recently serving in the confederate navy, and captured by vessels belonging to the navy of the United States. Each has signed a paper worded as follows:

"OFF ROANOKE ISLAND, NORTH CAROLINA,
On board U. S. vessel-of-war, February 12, 1862.

"Belonging to the confederate States navy, and held as a prisoner of war by the authorities of the United States, I, understanding that this paper is intended to release me on parole, do hereby pledge my sacred honor that, until duly exchanged, I will neither take up arms against the United States, serve against them in any manner or way, nor divulge, to their prejudice, anything I may have heard or seen during my captivity."

Their names and rank are—

J. W. Cooke, lieutenant commanding; J. W. B. Greenhow, surgeon; P. McCarrick, master commanding; Jerry Bowden, colored boy; Stephen Beasley, seaman; Thomas T. Baum, ordinary seaman; Eames Williams, landsman; John Thornton, ordinary seaman; James Barnett, seaman; Iowa Gregory, ordinary seaman; Elias Williams, seaman; James A. Peters, midshipman; J. P. Wohmsley, third assistant engineer; George Livingston, captain's clerk; Jas.

McCarrick, master's mate; John W. Young, seaman; J. W. Ballance, landsman; John W. Phillips, quartermaster; Thomas Johnston, gunner's mate; John A. Wilson, seaman; William Mara, second class fireman; James T. Sullivan, ordinary seaman; J. J. Henderson, third assistant engineer; Junius Hanks, third assistant engineer; Reuben Willis, pilot; Joseph F. Weaver, carpenter; Alfred Reid, officer's cook; Josiah W. Butt, quartermaster; Edwin T. R. Jones, carpenter's mate; John W. Horton, ship's cook; George W. Dowdy, seaman; Jas. L. Day, seaman; William R. Scruggs, second lieutenant, company D. artillery corps, Wise legion.

I take it for granted that all of the above obligations, under which they have voluntarily placed themselves, will be religiously observed; and that no countenance whatever will be given to them from any quarter to do otherwise.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer commanding North Atlantic Blockading Squadron.

Major General BENJAMIN HUGER,
Commanding Department, &c., Norfolk, Va.

Indorsement on the copy of the above letter transmitted to the department.

I beg to send this copy of my communication to General Huger, on the subject of releasing, on parole, the prisoners recently taken by us, to the department.

Most respectfully,

L. M. GOLDSBOROUGH,
Flag-Officer.

FEBRUARY 14, 1862.

P. S.—E. Holt Jones, assistant surgeon, confederate navy, has also been similarly released, he having signed a paper precisely like the above. This fact, I beg to say to the department, has not yet been made known to General Huger. Dr. Jones was released yesterday, at Elizabeth City, by Commander Rowan, agreeably to my orders. The rest of the prisoners were released here, off Roanoke Island, by me, they having been sent to this place for me to dispose of them by Commander Rowan.

All the prisoners taken at Elizabeth City amount, as nearly as I can ascertain, to 43, instead of 39, as mentioned in my official despatch, of whom 10 are officers.

L. M. G.

Despatch from Flag-Officer Goldsborough, forwarding official account of visits to Edenton and Currituck canal, North Carolina.

UNITED STATES FLAG-STEAMER PHILADELPHIA,
Off Roanoke Island, February 20, 1862.

SIR: Since my No. 142 I have received the official account of the visits of our vessels to Edenton, and also to the Currituck canal—the latter being the popular designation of the link of the Albemarle and Chesapeake connecting North river with Currituck sound—and have the honor to forward copies of them to you herewith. As you will perceive, sir, the obstructions of this link were, mostly, the work of the enemy. They are doubtless sufficient to stop effectually all navigation through the Currituck canal until they be removed, to do which will require no inconsiderable labor.

It escaped me to mention, in my last communication, that the light-house at Cape Hatteras may now be lighted with perfect safety, and I would respectfully suggest that this should be done forthwith by the direction and agents of our Light-house Board.

I also forward to you herewith a number of printed documents and manuscript papers found on board the enemy's flag-steamer Sea Bird at the time of her capture. Some of them, at least, will be of use to the department.

The names of the men-of-war vessels captured and destroyed by our vessels since we reached this island are as follows: Flag-steamer Sea Bird, destroyed; steamer Forest, destroyed; steamer Curlew, destroyed; steamer Fanny, destroyed; steamer Ellis, captured; steamer Black Warrior, destroyed; and a new gunboat on the stocks at Elizabeth City, also destroyed—making seven vessels in all; and each of the first six, I may add, was remarkably well armed as a gunboat. All of them, except the Curlew, were destroyed or captured in the attack at Elizabeth City; and it may be proper to mention that the whole of them, saving, of course, the one on the stocks, were struck by our projectiles of one kind or another in the course of the engagement they had with us off here on the 7th instant. The Curlew, during the engagement of the 7th, was so badly injured by one of our 100-pounder shells that she was compelled to seek shelter close under Fort Forrest, where, as soon as our vessels burst through the double row of extensive obstructions, (formed by piles and sunken vessels, and at, as we are credibly informed, a cost of $400,000,) in order to get at her, and also attack the fort, she was set on fire by her own crew, and, almost simultaneously, the fort, too, shared the same fate from the hands of those who were in it. In about an hour afterward, in the dark of the evening, both blew up.

May I be permitted again to urge that as many of the new gunboats of light draught as can possibly be spared should be sent to me at the earliest moment? Those having a rudder at each end, and drawing, at most, not over eight feet of water, are the only ones suitable for our purposes. I should be happy to be permitted to assign commanders to them, after they reach here, from among the gallant and tried officers I now have with me, and to transfer the individuals who may bring them here to the vacant commands that this arrangement will occasion.

The best of our vessels now here are but exceedingly frail affairs against either forts or batteries of consequence, and have to be handled almost as carefully as though they represented baskets of eggs. Several of them already require extensive repairs; more, I fear, in some cases than we can effect here with our own resources, which, however, shall be strained to the utmost. Their own guns shake them so violently that their much continued use must result in a disintegration of hulls. Lighter guns would avail nothing against those of the enemy, nearly all of which are heavy and thoroughly well appointed. His favorite gun is the 32-pounder, of fifty-seven and sixty-three hundred weight, beautifully fortified at the breech end by a long and massive wrought iron cylindrical ring, and so rifled in the bore as to admit of the use of round shot and grape, as well as shells, by the simple interposition of a junk wad between the charge of powder and the shot or stand of grape. The range is admirable. The charge he uses is eight pounds of powder, but our impression is that the quality of his powder is quite inferior to our own; and, judging from the flashing of some of it on paper, this is certainly the case. All his forts and vessels that we have examined are provided with these guns. Very wisely, in my judgment, he does not use the percussion fuse; the only one that he does use, so far as we can ascertain, is the ordinary metallic time-fuse—precisely ours, even to the run of the screw—regulated in length so as to answer up to twenty-five seconds. In all our attacks percussion fuses have proved not only worthless but dangerous to ourselves. We have already secured a number of his guns of

the kind I describe. His ordnance arrangements throughout exhibit great skill and ingenuity—admirable workmanship.

The very disturbed state of the people of North Carolina; their great anxiety to ascertain the real object of our mission; and the belief that good will ensue, have induced General Burnside and myself to issue a proclamation, a copy of which will accompany this.

On the 18th instant I authorized Commander Rowan to take with him a number of our vessels and a regiment of the army, proceed up the Chowan river, enter the Blackwater and Nottoway rivers, and destroy the two bridges of the Seaboard and Roanoke railroad crossing these streams; and yesterday I authorized Lieutenant Commanding Jeffers to take charge of an army stern-wheel steamer, with two of our armed launches in tow, and some three hundred of the army on board, to proceed into Currituck sound and there destroy some important salt works in the neighborhood of Old Currituck inlet. Both expeditions are still absent, nor have I as yet received any tidings from either of them, although momentarily expecting to hear that each has been successful. I shall keep this open to the last moment of the departure of the Baltimore, under the hope of being enabled to inform you certainly of results.

February 21.—I have heard from both expeditions. Nothing, I believe, has yet been done in the way of accomplishing the objects proposed. The salt works turned out to be a worthless concern, and they could not be approached by the vessel we despatched, although she draws less water than anything we have on hand.

Very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

PROCLAMATION.

ROANOKE ISLAND, *N. C.*, *February* 18, 1862.

The mission of our joint expedition is not to invade any of your rights, but to assert the authority of the United States, and to close with you the desolating war brought upon your State by comparatively a few bad men in your midst. Influenced infinitely more by the worst passions of human nature than by any show of elevated reason, they are still urging you astray to gratify their unholy purposes. They impose upon your credulity by telling you of wicked and even diabolical intentions on our part; of our desire to destroy your freedom, demolish your property, liberate your slaves, injure your women, and such like enormities; all of which, we assure you, is not only ridiculous, but utterly and wilfully false.

We are Christians as well as yourselves, and we profess to know full well and to feel profoundly the sacred obligations of that character. No apprehensions need be entertained that the demands of humanity or justice will be disregarded. We shall inflict no injury unless forced to do so by your own acts, and upon this you may confidently rely.

Those men are your worst enemies. They, in truth, have drawn you into your present condition, and are the real disturbers of your peace and the happiness of your firesides. We invite you, in the name of the Constitution, and in that of virtuous loyalty and civilization, to separate yourselves at once from their malign influence, to return to your allegiance, and not compel us to resort further to the force under our control. The government asks only that its au-

thority may be recognized, and, we repeat, in no manner or way does it desire to interfere with your laws constitutionally established, your institutions of any kind whatever, your property of any sort, or your usages in any respect.

L. M. GOLDSBOROUGH,
Flag-Officer, commanding North Atlantic Blockading Squadron.
A. E. BURNSIDE,
Brigadier General, commanding Department of North Carolina.

UNITED STATES STEAMER LOUISIANA,
Off Elizabeth City, North Carolina, February 12, 1862.

SIR: In obedience to your orders, I proceeded with this vessel, accompanied by the Underwriter, Lieutenant Commanding Jeffers, the Commodore Perry, Lieutenant Commanding Flusser, and the Lockwood, Acting Master Graves commanding, to the city of Edenton, west end of Albemarle sound.

At half-past 8 o'clock this morning we arrived off the entrance to the harbor, and after a careful reconnoissance, we passed in, the Lockwood in the advance, to keep the larger vessels informed, from time to time, of the depth of water in the channel, or of the appearance of earthworks on the banks. At 10 o'clock we had undisturbed possession of the town; part of a flying artillery regiment, variously estimated from one hundred to three hundred, fled precipitately without firing a shot. Many of the inhabitants also left, in consequence, I was told, of a vile rumor having been put in circulation by the panic-stricken enemy that our havoc was indiscriminate off Elizabeth. I was happy in being able to stigmatize such a report as it deserved, and to restore quiet to a very excited population.

There are no fortifications at or in the water approaches to Edenton. Near Hornblow's Point trees have been felled, possibly with a view to the construction of works. Among the results of the expedition are the destruction of eight cannon and one schooner (on the stocks) at Edenton. We captured two schooners in the sound, one having four thousand bushels of corn. We also took six bales of cotton from the custom-house wharf. There were no public stores in the town; the custom-house was empty. We remained two hours abreast of the town, and were visited by the authorities and others, many of whom professed sentiments of loyalty to the old Union.

Very respectfully, your obedient servant,

A. MURRAY,
Lieutenant Commanding Second Column of Naval Division.

Commander S. C. ROWAN,
Commanding Flotilla, Albemarle Sound.

UNITED STATES STEAMER UNDERWRITER,
Mouth of North river, February 14, 1862.

SIR: On parting company with you at this place yesterday afternoon I proceeded in the Lockwood, Acting Master Graves, accompanied by the Shawsheen and Whitehead, towing a couple of schooners, to the mouth of the Chesapeake and Albemarle canal. I discovered two small steamers and three schooners about a mile and a quarter up the canal, and that the mouth of the canal was obstructed.

A picket, stationed near the mouth, fired their muskets to give the alarm, and a large body of men, whose muskets glittered in the sunshine, got under cover

of the point where the vessels were. I immediately moved up within a couple of hundred yards of the mouth of the canal, until all the vessels grounded, and ordered the Whitehead to open fire with her 9-inch guns. But three shells were fired, when the whole body precipitately fled.

On going on shore I found that a schooner had been sunk about fifty yards within the mouth, supported by piles, logs, &c., forming a complete barrier. I advanced a picket of fifteen men, under the command of Acting Master Graves, followed by the machinists of the Louisiana, with crowbars, mauls, &c. At the distance of half a mile a second row of piles had been driven; they were at work on this when we surprised them. The steamers and schooners had left before we landed; but a fine large dredging machine remained, and this we soon saw sinking. This sunk diagonally across the canal, closing it entirely for the passage of the smallest vessel, being, say, ten feet from one bank, and six from the other. The machinery was entirely destroyed by the working party; the hull above water burned and entirely consumed.

A resident, named Stone, having a store at this point, was interrogated, and stated that the force seen was the remnant of the Wise legion, commanded by Wise in person, and numbering six hundred men. Captain Graves, with a few men, followed their rear guard to the county bridge. This is the thoroughfare between Currituck and the upper counties, and there was a battery of three guns placed to command the canal and main road. The guard had been removed.

In their haste they left the axes used in destroying the dredging machine, some canteens, haversacks, and clothing. In fact, as a contraband deserter from the legion at Elizabeth City told me, "Ever since that fight in western Virginia, in which we lost five hundred men, we have been running all the time, and now they will never stop until they get back to Richmond."

I completed the rebel work by sinking two schooners in the mouth of the canal, and burning all that remained above water. The work completed, I returned to this anchorage. My thanks are due to Acting Master Graves and Assistant Engineer Lay, acting chief of the Louisiana, for the complete manner in which my directions were carried out.

Respectfully submitted.

WILLIAM N. JEFFERS,
Lieutenant Commanding.

Lieutenant Commanding A. MURRAY,
Senior Officer Commanding Expedition.

Commander Rowan's report of the engagement at Winton, North Carolina, on the 19th and 20th February, 1862.

UNITED STATES STEAMER DELAWARE,
Croatan Sound, Roanoke Island, February 22, 1862.

SIR: I left Croatan sound on the afternoon of the 18th on a reconnoissance of the Chowan river. The Hunchback and Barney, having on board the 9th regiment of New York volunteers, (Hawkins's zouaves,) were to follow as soon as possible. The commanders of these vessels were directed to rendezvous off Edenton, there to await my arrival.

I reached Elizabeth City in this ship at 5 o'clock the same evening, and, without anchoring, ordered the force there, consisting of the Louisiana, Perry, Morse, Lockwood, and Whitehead, to weigh and follow me. I stood up the sound, and at midnight found the Barney at anchor. The Hunchback having grounded in the Croatan sound, I anchored for the night to await her arrival.

On the morning of the 19th I moved the force to the head of the sound, and sent Lieutenant Commanding Murray to make a reconnoissance of Plymouth in the Lockwood. The Hunchback came up in the meantime and anchored. I determined to leave the force off the mouth of the Roanoke to await Captain Murray's return, and started in this vessel, accompanied by the Perry, for Winton, for the purpose of communicating with the Union men said to be in arms at that place, leaving orders for Captain Murray to follow me with all the vessels as soon as he returned. Being desirous of reaching Winton at an early hour, I directed Captain Quackenbush to go at full speed. At 4 p. m. on the afternoon of the 19th came in sight of the wharf and houses at the landing at Winton, the town being hid by a high bluff covered with oak trees. Ranging up past the wharf and bluff, where a negro woman stood, apparently to assure us that no danger need be apprehended, we were in the act of letting go the anchor, when suddenly a force consisting of the first battery of North Carolina volunteers and a battery of light artillery, commanded by Lieutenant Colonel W. T. Williams, of the first battery of North Carolina volunteers, opened a terrific fire of musketry and artillery on this vessel. Volley succeeded volley in rapid succession, striking us one hundred and twenty-five times with musketry, but his artillery overshot us. We were too close under the highland to return the fire immediately. Steamed ahead and turned, after some trouble, and opened fire from our shell gun. The Perry, Lieutenant Commanding Flusser, being in position, promptly threw a shrapnell among the forces, which was followed by this ship as soon as Captain Quackenbush could extricate her from her position and turn the ship in the narrow river. I ran down past the enemy, and anchored my force about seven miles below Winton. Colonel Hawkins and I decided to return next morning to Winton. At early daylight on the 20th moved up to Winton, the leading vessels threw a few shrapnell on shore to cover the landing of the troops. In a few moments Colonel Hawkins had possession of the bluff, supported by two of our howitzers. The troops moved back towards the town, and, meeting with no opposition, entered it, and destroyed a quantity of military stores, tents, arms, knapsacks, &c., and the quarters occupied by the troops of the enemy. I made signal "embark troops," which was promptly complied with, and withdrew my force, bringing off a small schooner found at the wharf, and returned to this place, having despatched Lieutenant Commanding Flusser, of the Perry, and the Whitehead to watch Elizabeth City.

The officers and crew of this ship showed their usual coolness on this trying occasion. I beg leave to bring to your notice Mr. Gabaudan, my clerk, acting as aid and signal officer, who was with Captain Quackenbush and myself on the upper deck. He is desirous of an appointment in the marine corps. I beg your kind offices for him. I must not forget to mention the coolness and presence of mind of the pilot, Nasa Williams, who, in one of the most exposed positions in the ship, was true to his trust, and was found at the wheel when Captain Quackenbush went there to give him orders. A sum of money to this poor man would be his best reward.

I have the honor to be, very respectfully, your obedient servant,

S. C. ROWAN,

Com'ng U. S. Naval Flotilla in Pamlico Sound.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding North Atlantic Blockading Squadron.

Captain John Marston's report of the Merrimack's attack and the arrival of the Monitor.

UNITED STATES STEAMER ROANOKE,
Hampton Roads, March 9, 1862.

SIR: I have the honor to inform you that yesterday at one o'clock one of the lookout vessels reported, by signals, that the enemy was coming out. I immediately ordered the Minnesota to get under way, and, as soon as the two tugs appointed to tow this ship came alongside, I slipped our cable. The Merrimack was soon discovered passing out by Sewall's Point, standing up towards Newport News, accompanied by several small gunboats. Every exertion was made by us to get all the speed on the Roanoke that the two tugs were capable of giving her; but, in conseqence of our bad steerage, we did not get ahead as rapidly as we desired to. The Merrimack went up and immediately attacked the Congress and Cumberland, but particularly the latter ship, which was hid from us by the land. When about seven or eight miles from Fortress Monroe the Minnesota grounded. We continued to stand on, and when we came in sight of the Cumberland we saw that she had careened over, apparently full of water. The enemy, who had been joined by two or three steamers from the James river, now devoted themselves exclusively to the Congress, but she being aground could bring but five guns to bear on them, and at ten minutes before four o'clock we had the mortification of seeing her haul down her flag. I continued to stand on until we found ourselves in three and a half fathoms of water and were on the ground astern. Finding that we could go no further, I ordered one of the tugs to tow us round, and as soon as the Roanoke's head was pointed down the bay and I found she was afloat again, I directed the tugs to go to the assistance of the Minnesota, under the hope that, with the assistance of the two others which had accompanied her, they would be able to get her off, but up to the time that I now write they have not succeeded in doing so. At five o'clock the frigate St. Lawrence, in tow of the Cambridge, passed us, and not long after she also grounded, but by the aid of the Cambridge she was got afloat again, and being unable to render any assistance to the Minnesota, came down the harbor. In passing the batteries at Sewall's Point, both going and returning, the rebels opened fire on us, which was returned from our pivot guns, but the range was too great for them, while the enemy's shot fell far beyond us. One shot went through our foresails, cutting away two of our shrouds, and several shell burst over and near the ship, scattering their fragments on the deck. Between seven and eight o'clock we discovered that the rebels had set fire to the Congress, and she continued to burn till one o'clock, when she blew up. This was a melancholy satisfaction to me, for as she had fallen into the hands of the enemy, it was far better to have her destroyed than she should be employed against us at some future day. It was the impression of some of my officers that the rebels hoisted the French flag, but I could not make it out. At eight o'clock I heard that the Monitor had arrived, and soon after Lieutenant Commanding Worden came on board, and I immediately ordered him to go up to the Minnesota, hoping she would be able to keep off an attack on the Minnesota till we had got her afloat again. This morning the Merrimack renewed the attack on the Minnesota, but she found, no doubt greatly to her surprise, a new opponent in the Monitor. The contest has been going on during most of the day between these two armored vessels, and most beautifully has the little Monitor sustained herself, showing herself capable of great endurance. I have not received any official accounts of the loss of the Congress and Cumberland, but no doubt shall do so, when it will be transmitted to you.

I should do injustice to this military department did I not inform you that every assistance was freely tendered to us, sending five of their tugs to the

relief of the Minnesota, and offering all the aid in their power. I would also beg leave to say that Captain Poor, of the ordnance department, kindly volunteered to do duty temporarily on board this ship, and from whom I have received much assistance. I did hope to get this off by this day's mail, but I have been so constantly employed that I fear I shall not do so.

I am, very respectfully, your obedient servant,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

Captain John Marston states several omissions in former reports.

UNITED STATES STEAMER ROANOKE,
New York, March 17, 1862.

SIR: The constant pressure on my mind for the last few days previous to my leaving Hampton Roads, caused by the multitudinous duties devolving upon me, led me unintentionally to omit reporting several things which it was my duty to have informed you of, which omissions I trust you will, under the circumstances, pardon and overlook.

On Monday the 10th instant, at 2 o'clock a. m., the tug Whitehall, while lying near the landing at Fortress Monroe, caught fire, and was in a few minutes so completely enveloped in flames that her commander, Acting Master Balsier, and crew had only time to escape, saving nothing but the clothes they had on. I had Acting Master Balsier on board and questioned him as to the cause of the catastrophe, but he could form no idea as to its origin, and only knew that it commenced in the fire-room. The destruction of the Whitehall is not a very serious loss to the government, as she was so perfectly rotten as to have rendered her, in my opinion, wholly unworthy of repairs. Acting Master Balsier being entirely destitute of clothing, and his services not specially wanted here at this time, I gave him *permission* to go to his home, as I also did to most of the officers of the Congress and Cumberland, with orders to report from thence to you.

I also omitted to inform you that, at the suggestion of the honorable Assistant Secretary of the Navy, I had the Brandywine towed up for safety to Annapolis by the steamer Mount Vernon, the latter vessel to go to Baltimore and complete her repairs. The Brandywine also would have gone to Baltimore, but she drew too much water. Arrangements were made by me previous to my sailing for towing to Baltimore the gunboat Mystic and the tugs Dragon and Zouave, all of which, it was thought by Mr. Fox, had better be sent immediately away; the execution of this I left with Captain Van Brunt. The coal ships, the hospital ship, and the Braziliera were removed out of range of the guns of the fortress and safely anchored to the eastward of it.

For these omissions on my part I trust you will pardon me, for no one but myself can form an idea of the constant drain there was on my energies.

Very respectfully, your obedient servant,

JOHN MARSTON, *Captain.*

Hon. GIDEON WELLES,
Secretary of the Navy.

Captain Van Brunt's account of the Minnesota's engagement with the Merrimack.

UNITED STATES STEAMER MINNESOTA,
March 10, 1862.

SIR: On Saturday, the 8th instant, at 12.45 p. m., three small steamers, in appearance, were discovered rounding Sewall's Point, and as soon as they came into full broadside view I was convinced that one was the iron-plated steam battery Merrimack, from the large size of her smoke-pipe. They were heading for Newport News, and I, in obedience to a signal from the senior officer present, Captain J. Marston, immediately called all hands, slipped my cables, and got under way for that point to engage her. While rapidly passing Sewall's Point, the rebels there opened fire upon us from a rifle battery, one shot from which going through and crippling my mainmast. I returned the fire with my broadside guns and forecastle pivot. We ran without further difficulty within about one and a half miles of Newport News and there, unfortunately, grounded. The tide was running ebb, and although in the channel there was not sufficient water for this ship, which draws 23 feet, I knew that the bottom was soft and lumpy, and endeavored to force the ship over, but I found it impossible to do so. At this time it was reported to me that the Merrimack had passed the frigate Congress and ran into the sloop-of-war Cumberland, and in fifteen minutes after I saw the latter going down by the head. The Merrimack then hauled off, taking a position, and about 2.30 p. m. engaged the Congress, throwing shot and shell into her with terrific effect, while the shot from the Congress glanced from her iron-plated sloping sides without doing any apparent damage. At 3.30 p. m. the Congress was compelled to haul down her colors. Of the extent of her loss and injury you will be informed from the official report.

At four p. m. the Merrimack, Jamestown, and Patrick Henry bore down upon my vessel. Very fortunately, the iron battery drew too much water to come within a mile of us. She took a position on my starboard bow, but did not fire with accuracy, and only one shot passed through the ship's bow. The other two steamers took their position on my port bow and stern, and their fire did most damage in killing and wounding men, inasmuch as they fired with rifled guns; but with the heavy gun that I could bring to bear upon them, I drove them off, one of them apparently in a crippled condition. I fired upon the Merrimack with my pivot 10-inch gun without apparent effect, and at seven p. m. she too hauled off, and all three vessels steamed toward Norfolk.

The tremendous firing of my broadside guns had crowded me further upon the mud bank, into which the ship seemed to have made for herself a cradle. From 10 p. m., when the tide commenced to run flood, until four a. m. I had all hands at work with steam-tugs and hawsers, endeavoring to haul the ship off the bank, but without avail; and as the tide had then fallen considerably, I suspended further operations at that time. At two a. m. the iron battery Monitor, Commander Jno. L. Worden, which had arrived the previous evening at Hampton Roads, came alongside and reported for duty, and then all on board felt that we had a friend that would stand by us in our hour of trial.

At six a. m. the enemy again appeared, coming down from Craney island, and I beat to quarters, but they ran past my ship and were heading for Fortress Monroe, and the retreat was beaten to allow my men to get something to eat. The Merrimack ran down near to the Rip-Raps, and then turned into the channel through which I had come. Again all hands were called to quarters, and when she approached within a mile of us I opened upon her with my stern guns, and made signal to the Monitor to attack the enemy. She immediately run down in my wake, right within range of the Merrimack, completely covering my ship as far as was possible with her diminutive dimensions, and much to my astonishment laid herself right alongside of the Merrimack, and the con-

trast was that of a pigmy to a giant. Gun after gun was fired by the Monitor, which was returned with whole broadsides from the rebels, with no more effect, apparently, than so many pebble stones thrown by a child. After a while they commenced manœvering, and we could see the little battery point her bow for the rebels, with the intention, as I thought, of sending a shot through her bow port hole; then she would shoot by her, and rake her through the stern. In the meantime the rebels were pouring in broadside after broadside, but almost all her shot flew over the little submerged propeller, and when they struck the bomb-proof tower, the shot glanced off without producing any effect, clearly establishing the fact that wooden vessels cannot contend with iron-clad ones; for never before was anything like it dreamed of by the greatest enthusiast in maritime warfare.

The Merrimack, finding that she could make nothing of the Monitor, turned her attention once more to me. In the morning she had put an 11-inch shot under my counter, near the water line; and now, on her second approach, I opened upon her with all my broadside guns and 10-inch pivot—a broadside which would have blown out of water any timber built ship in the world. She returned my fire with her rifled bow gun, with a shell which passed through the chief engineer's state room, through the engineers' mess room, amidships, and burst in the boatswain's room, tearing four rooms all into one in its passage, and exploding two charges of powder, which set the ship on fire, but it was promptly extinguished by a party headed by my first lieutenant. Her second shell went through the boiler of the tug-boat Dragon, exploding it, and causing some consternation on board my ship for the moment, until the matter was explained. This time I had concentrated upon her an incessant fire from my gun deck, spar deck, and forecastle pivot guns, and was informed by my marine officer, who was stationed on the poop, that at least fifty solid shot struck her on her slanting side without producing any apparent effect. By the time she had fired her third shell the little Monitor had come down upon her, placing herself between us, and compelled her to change her position, in doing which she grounded; and again I poured into her all the guns which could be brought to bear upon her. As soon as she got off she stood down the bay, the little battery chasing her with all speed, when suddenly the Merrimack turned around and run full speed into her antagonist. For a moment I was anxious; but instantly I saw a shot plunge into the iron roof of the Merrimack, which surely must have damaged her. For some time after this the rebels concentrated their whole battery upon the tower and pilot-house of the Monitor, and soon after the latter stood down for Fortress Monroe, and we thought it probable she had exhausted her supply of ammunition, or sustained some injury. Soon after the Merrimack and the two other steamers headed for my ship, and I then felt to the fullest extent my condition. I was hard and immovably aground, and they could take position under my stern and rake me. I had expended most of my solid shot, my ship was badly crippled, and my officers and men were worn out with fatigue, but even in this extreme dilemma I determined never to give up the ship to the rebels, and, after consulting with my officers, I ordered every preparation to be made to destroy the ship after all hope was gone of saving her.

On ascending the poop deck, I observed that the enemy's vessels had changed their course and were heading for Craney island. I then determined to lighten the ship by throwing overboard my eight-inch guns, hoisting out provisions, starting water, &c. At 2 p. m. I proceeded to make another attempt to save the ship by the use of a number of powerful tugs and the steamer S. R. Spaulding, kindly sent to my assistance by Captain Talmadge, quartermaster at Fortress Monroe, and succeeded in dragging her half a mile distant, and then she was immovable, the tide having fallen. At 2 o'clock this morning I succeeded in getting the ship once more afloat, and am now at anchor opposite Fortress Monroe.

It gives me great pleasure to say that during the whole of these trying scenes the officers and men conducted themselves with great courage and coolness.

I have the honor to be your very obedient servant,

G. J. VAN BRUNT,
Captain U. S. Navy, commanding Frigate Minnesota.

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES STEAMER MINNESOTA,
March 10, 1862.

SIR: I most respectfully offer the following report of ammunition expended on the 8th and 9th instant:

78 solid shot, 10-inch.	180 shell, 9-inch, 15 seconds.
169 solid shot, 9-inch.	35 shell, 8-inch, 15 seconds.
67 shell, 10-inch, 15 seconds.	5,567½ pounds service powder.

I also wish to report to you that the battery requires refitting, being rendered useless, locks and sights broken, breechings, side tackles, and block straps cut, blocks destroyed, rammers and sponges broken, &c. With what I have on hand I can equip ten 9-inch guns, besides the pivot. The clevises on the pivot-slide have been carried away, and the slide itself requires overhauling. Seven of the guns of the spar deck battery were thrown overboard, also the 12-pounder boat howitzer. A part of the small arms are missing, also belts, cartridge boxes, scabbards, and frogs. All the articles put on board the Whitehall for safe-keeping are destroyed, she having been burnt last night.

Very respectfully, &c.,

CHARLES W. HORNER, *Gunner.*

Captain G. J. VAN BRUNT,
Commanding Frigate Minnesota.

UNITED STATES STEAMER MINNESOTA,
Hampton Roads, Va., March 10, 1862.

SIR: In obedience to your order of this date, I submit the following report of damages sustained by this ship in hull, spars, and boats, in the engagements on the 8th and 9th instant, with the rebel steamers Merrimac, Yorktown, and one other, name unknown:

Port side.—Received one shell on after quarter at the water line, which cut through the planking; one shell between main and mizzen rigging, below air port line, which passed through chief engineer's state-room, crossing and tearing up the deck over the cockpit and striking the clamp and knee in carpenter's state-room, where it exploded, carrying away the beam, clamp, and knee, and completely demolishing the bulkheads, setting fire to the same, and ripping up the deck. One shell passed through hammock netting abaft of main rigging, striking spar deck on starboard side and cutting through four planks, then ricocheting, carrying away truck and axle of gun-carriage and wounding waterways. Two shells passed through No. 8 port, carrying away planking, timbers, and deck clamps, and splintering several beams and castings. One shell passed through forward part of No. 6 port, carrying away planking, timber, and upper sill. One shell under fore rigging, which cut away sheet cable, penetrating planking timber and splintering deck clamps.

Starboard side.—One shell carried away hammock nettings and gangway boards. There are several wounds on port side, received from fragments of exploded shells. One shell passed through the mainmast, fourteen feet above deck, cutting away one-third of the mast, and bursting some of the iron bands. One shell struck spar deck in starboard gangway, cutting it up. One passed from port to starboard gangway, forward of mainmast, where it exploded, wounding two boats.

Very respectfully,

EB'ZR THOMPSON,
Carpenter United States Navy.

Captain G. J. VAN BRUNT,
Commanding United States Steamer Minnesota.

UNITED STATES STEAMER MINNESOTA,
Hampton Roads, March 10, 1862.

SIR: I have the honor to report that the boatswain's department was injured to the extent enumerated below, while engaged with the rebels on the 8th and 9th instant:

Port side jib guy shot away.
Lower boom topping lifts falls shot away.
Port fore-topsail brace shot away.
Port mizzen-topsail brace shot away.
Port main lift shot away.
Port main topgallant clewline shot away.
Main topmast pendant shot away.
Forward guys of lower booms shot away.
Shrouds in port main rigging shot away.
Fore-topmast staysail halliards shot away.

I am, very respectfully, your obedient servant,

PAUL ATKINSON, *Boatswain.*

Captain G. J. VAN BRUNT,
Commanding United States Steamer Minnesota.

Report of the killed and wounded.

ON THE MINNESOTA.

Killed.—Alexander Winslow, captain of maintop; Henry Smith, coxswain; Dennis Harrington, captain mizen top. Total 3.

Wounded.—John Gunn, quartermaster; Henry Leland, quarter gunner; Atwell Keen, landsman, loss of eye; Ansel Richards, seaman; Samuel W. Hiller, ordinary seaman; Joyce Moore and Eli Parris, colored landsmen—all seriously; Charles Dunlap, ordinary seaman; Christopher Sewall, coal-heaver, mortally; Charles Thompson and John Clark, seamen; Jos. Augustus, Seth Bennett and Samuel W. Thomas, musicians; Julius Bartlett, quartermaster, and Patrick Joyce, ordinary seaman, slightly. Total 16.

ON THE ROANOKE, (as per report of Surgeon Gilchrist.)

Wounded.—John McDonald, 3d, seriously.

ON THE CUMBERLAND, (as per report of Surgeon Charles D. Martin.)

Wounded. —— Butt and John Grady, seamen, John Bart, ordinary seaman, John Fitzpatrick, coal-heaver, and Alexander McFadden, marine, seriously;

Edward Cobb and John Gardner, quartermasters; John Devine, carpenter's mate; —— Stuyvesant, master; John McGinn, John Bates, and John B. Cavenaugh, ordinary seamen—slightly. Total, 12.

With the exception of the first, the above are reported as in the military hospital at Fortress Monroe, as well as the following, who were on the sick list previous to the engagement, viz: Joseph Russell, quartermaster; Lochlin Livingston and James Benson, ordinary seamen.

Surgeon Gilchrist, of the Roanoke, reports as wounded on the Cumberland, and now on board the Roanoke, John Stockwell, boatswain's mate, seriously, and T. Wade, first-class boy, not seriously.

ON THE CONGRESS, (as per report of Assistant Surgeon E. D. Payne.)

Wounded.—Surgeon Edward Shippen; William McAbee, boatswain's mate; George Webster and William Chapman, seamen; Emmanuel Denovial, George T. Dean, and Thomas Gannon, ordinary seamen; John Barritts, Edwin G. Pepper, John McCluskey, Alexander Johnson, John Bushlin, (ratings unknown;) Peter Clancy, marine, (wounded in neck and leg;) James Goulding; (wounded in scalp;) Stephen Brinnen and Samuel Furlong, 99th New York volunteers—all seriously; —— Rhodes, pilot; Jesse H. Jewett, marine; Thomas Serrin, (rating unknown;) —— ——, ship's quartermaster, and Charles Tisman, corporal 99th New York volunteers, (both of whom died in a short time,)—mortally; Charles Trask, Charles Wilson, John Cahill, and James McFaden, seamen; Spencer Fish, William Bangs, Henry Millenbrock, ordinary seamen; David Ferguson, landsman; and Lawrence Furlong, 99th New York volunteers—slightly. Total, 30.

Assistant Surgeon Payne makes the following appended statement: "It is impossible to get at the rate and nativity of many of those who died after leaving the ship. The wounded were all sent ashore before the ship was abandoned. Instruments, books, records, &c., of the department were all lost."

ON THE WHITEHALL.

Killed.—Andrew Nesbit, third assistant engineer, and Charles O'Conner, boy, instantly; Robert Waugh, seaman, mortally wounded, and died in a few hours.

Wounded.— —— ——, assistant engineer, slightly, in the face: returned to duty.

ON THE DRAGON.

Wounded.—William Watson, master commanding; Benjamin S. Hungerford, quartermaster; and Charles J. Frieze, seaman—severely; Joseph McDonald, fireman, seriously.

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Surgeon E. Gilchrist reports, as on board the Roanoke, and belonging to the Congress, Robert Rogers, ordinary seaman, wounded, not seriously.

Captain Purviance's report of the Merrimack's attack.

UNITED STATES FRIGATE ST. LAWRENCE,
Hampton Roads, March 10, 1862.

SIR: I have the honor to report the arrival of this ship on the 6th instant, in Lynnhaven bay, from New York. After anchoring, a strong gale from the northwest commenced, and continued through the night and following day. On

Saturday the wind abated, and, while waiting for wind and tide, the United States gunboat Cambridge came alongside and reported that the rebel steam-ram Merrimack, and some side-wheel steamers were engaging the frigates Congress and Cumberland at Newport News. At half-past 2, we got under way in tow of the Cambridge, and when abreast of the rebel battery at Sewell's Point, the battery opened fire, one of the shells exploding under the forepart of the St. Lawrence, doing, however, no material injury. The fire was returned, and, it is believed, with some effect. The Cumberland had, at this time, gone down, having been run into by the Merrimack, and the Congress had surrendered, after a terrible slaughter of her men, and when rendered perfectly powerless by the fire of the rebels. The Minnesota was aground, and was engaging the enemy, whose force consisted of the rebel steam-ram and four or five side-wheel gunboats. When near the Minnesota, the St. Lawrence grounded, and at that time opened fire, but her shot did no execution, the armor of the Merrimack proving invulnerable to her comparatively feeble projectiles. Taking advantage of these portentous circumstances, the Merrimack directed her attention to firing several projectiles of formidable dimensions; one of which, an 80-pound shell, penetrated the starboard quarter about four inches above the water-line, passed through the pantry of the ward-room, and into the state-room of the assistant surgeon, on the port side, completely demolishing the bulkhead; then struck against a strong iron bar, which secured the bull's-eye of the port, and returned into the ward-room expended. It fortunately did not explode, and no person was injured. The damage done by this one shot proved the power of the projectiles which she employed, and readily explained the destruction of our wooden and antiquated frigates.

Our position at this time was one of some anxiety. Being aground, the tug Young America came alongside and got us off; after which a powerful broadside from the spar and gun decks of the St. Lawrence, then distant about half a mile, thrown into the Merrimack, induced her to withdraw; whether from necessity or discretion is not known: certainly no serious damage could have been done. After which we proceeded slowly to the anchorage, which we reached about — p. m.

The Merrimack again appeared the following morning, and sustained, for several hours, the consolidated fire of the Minnesota and Monitor, abandoning the conflict finally, but apparently unharmed. The Minnesota remained aground during the night, was supplied with additional ammunition, and in the morning, when attacked by the Merrimack, fought her guns with an energy, skill, and indomitable perseverance worthy of the noble and patriotic cause she was defending. Unable to move, she was forced to present her full broadside to the enemy, who remained at long range, offering the smallest possible surface to her antagonist The Monitor, whose performance more than equalled the highest expectations, contributed most powerfully to the withdrawal of the Merrimack; and her earlier arrival would have prevented the unfortunate loss of our two defenceless frigates. All the officers and crew zealously and efficiently performed their duties.

Very respectfully, your obedient servant,

H. Y. PURVIANCE, *Captain.*

Hon. GIDEON WELLES,
Secretary of the Navy.

Com'r Radford's report of the loss of the Cumberland, with list of those saved.

FORTRESS MONROE, VA., *March* 10, 1862.

SIR: It is my painful duty to have to report the loss of the United States ship Cumberland, under my command, on the 8th instant, at Newport News, Virginia. I was on board the United States screw steam-frigate Roanoke, by order of the Hon. Secretary of the Navy, as member of a court of inquiry, when the Merrimack came out from Norfolk. I immediately procured a horse and proceeded, with all despatch, to Newport News, where I arrived only in time to see the Cumberland sunk by being run into by the rebel iron-clad steamer Merrimack. Though I could not reach the Cumberland before the action was over, I have the satisfaction of reporting that she was fought as long as her guns were above water. Every one on board must have done his duty nobly.

I send with this the report of Lieutenant George U. Morris of the action, he being, in my absence, the commanding officer; and also the surgeon's report of the wounded saved. The loss was very large in killed, wounded, and drowned; though the number cannot be ascertained, enough is known to make the loss over one hundred. I send, also, a list of the men known to have been saved; but have no accurate means of giving the names of those lost or killed, as no officer or man brought anything on shore save what he stood in; consequently I have no muster-roll of the crew.

Very respectfully, your obedient servant,

WM. RADFORD, *Commander.*

Hon. GIDEON WELLES,
Seretary of the Navy.

NEWPORT NEWS, *March* 9, 1862.

SIR: Yesterday morning at 9 a. m. discovered two steamers at anchor off Smithfield Point, on the left hand, or western, side of the river, distant about twelve miles. A 12 m. discovered three vessels, under steam, standing down the Elizabeth river toward Sewell's Point. Beat to quarters, double-breeched the guns on the main deck, and cleared ship for action. At 1 p. m. the enemy hove in sight, gradually nearing us—the iron-clad steamer Merrimack, accompanied by two steam gunboats; they passed ahead of the Congress frigate and stood down toward us. We opened fire on her; but she stood on and struck us under the starboard fore-channels, delivering her fire at the same time. The destruction was great. We returned the fire, with solid shot, with alacrity. At 3.30 the water had gained on us, notwithstanding the pumps were kept actively employed, to such a degree that, the forward magazine being drowned, we had to take powder from the after magazine for the ten-inch gun. At 3.35 the water had risen to the main hatchway, and the ship canted to port, and we delivered a parting fire, each man trying to save himself by jumping overboard. Timely notice was given, and all the wounded who could walk were ordered out of the cockpit; but those of the wounded who had been carried into the sick-bay and on the berthdeck were so mangled that it was impossible to save them. It is impossible for me to individualize, alike, officers or men; all behaved in the most gallant manner. Lieutenant Selfridge and Master Stuyvesant were in command of the gun-deck divisions, and they did all that noble and gallant officers could do. Acting Masters Randall and Kennison, who had charge each of a pivot gun, showed the most perfect coolness, and did all they could to save our noble ship; but, I am sorry to say, without avail. Among the last to leave the ship were Surgeon Martin and Assistant Surgeon Kershner, who did all they could

for the wounded promptly and faithfully. The warrant and steerage officers could not have been more prompt and active than they were at their different stations. The loss we sustained I cannot yet inform you of, but it has been very great. Chaplain Lenhart is missing; Master's Mate John Harrington was killed. I should judge that we had lost upwards of one hundred men. I can only say, in conclusion, that all did their duty, and we sank with the American flag at the peak.

I am, sir, very respectfully, &c.,

GEO. U. MORRIS,
Lieutenant and Executive Officer.

Commander WM. RADFORD,
Commanding U. S. Ship Cumberland.

WASHINGTON, D. C., *April* 12, 1862.

SIR: Owing to the hurried manner in which my official report to Captain Radford was made, I omitted to mention to you the gallant conduct of Lieutenant Charles Haywood, United States marine corps, whose bravery upon the occasion of the fight with the Merrimack won my highest applause. May I respectfully ask that this be appended to my former report.

Very respectfully, your obedient servant,

GEO. U. MORRIS,
Lieutenant, United States Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

List of officers and men saved from the Cumberland.

Name and rank.	Name and rank.
William Radford ..... commander	Thomas Taylor ..... gunner's mate
George U. Morris ..... lieutenant	Wm. Pendergrast ..... ship's corporal
Thomas O. Selfridge ..... do	John Gardner, W ..... quartermaster
M. S. Stuyvesant, W ..... master	Joseph Russell, S ..... do
Wm. P. Randall ..... acting master	John Farrell ..... do
Wm. W. Kennison ..... do	John Harrington ..... do
Chas. Hayward ..... lieut. marines	Arthur Woods ..... coxswain
Lewis Smith ..... pilot	James Briscoe ..... do
Chas. Martin ..... surgeon	William Lewis ..... do
Edward Kershner ..... assistant surgeon	William Reed ..... captain top
Edward B. Bell ..... boatswain	Henry Campbell ..... do
Eugene Mack ..... gunner	James Robertson ..... do
Wm. M. Leighton ..... carpenter	Wm. Trott ..... do
David Bruce ..... sailmaker	Thos. Graham ..... captain forecastle
Henry Wyman ..... master's mate	John Housel ..... capt. afterguard
E. V. Tyson ..... do	Abram Scott ..... do
Chas. O'Neil ..... do	Robert Chase ..... captain hold
Hugh Nott ..... paymaster's clerk	John Stark ..... cooper
John L. Lenhart, drowned ..... chaplain	Wm. H. Rider ..... ship's steward
John M. Harrington, killed, master's mate	Samuel Thomas ..... officers' cook
Chas. Bishop ..... yeoman	Wm. Romley ..... seaman
John T. Kennard ..... armorer	Francis Garland ..... do
John Devine ..... captain's mate	William Mack ..... do
Jeremiah D. Lamprey ..... boatswain's mate	Edward Slattery ..... do
John Stockwell ..... do	Chas Forrest ..... do

List of officers and men saved from the Cumberland—Continued.

Name and rank.	Name and rank.
Geo. W. Chase ..... seaman	John O'Connel ..... landsman
James McLellan ..... do	Peter Sullivan ..... do
William Fronk ..... do	John Murray ..... do
John Hore ..... do	Edward Lyons ..... do
Matthew Tierney ..... do	David F. Hurley ..... do
John Roedon ..... do	Edward Donlon ..... do
Nathaniel McGowan ..... do	John F. Edgerly ..... do
Ace Masher ..... do	Wm. Burk ..... do
Chas. Haunstien ..... do	Wm. Coleman ..... do
Henry Jarmin ..... do	John Whitter ..... do
Wm. Sullivan ..... do	Martin F. Backer ..... do
Wm. Ramsay ..... do	Caleb Meller ..... do
Chas. Carney ..... do	John Meller ..... do
John Davis ..... do	Corn's Harrington ..... do
James Wilson ..... do	Jeremiah Butler ..... do
John Leonard ..... do	Michael Steefles ..... do
Caleb S. Hudson ..... do	James Lewis ..... do
Geo. Burns ..... do	Geo. W. Butt ..... do
Richard Kelly ..... do	Thos. Moore ..... 1st class boy
Chas. Roux ..... do	Wm. B. Dailey ..... do
James Douglass ..... do	Daniel Collins ..... do
John Grady ..... do	Wm. S. Stebbins ..... 2d-class boy
John Rice ..... ordinary seaman	Terence Wade ..... do
John Morris ..... do	Joshua Whitehurst ..... 3d-class boy
Oscar Bailey ..... do	James H. Ross ..... do
Michael Flarety ..... do	Thos. Sutton ..... do
John Brown, 1st ..... do	Edward A. Cambridge ..... do
James Brown, 2d ..... do	Walter S. Gray ..... do
Chas. Williams ..... do	John Caucannon ..... not specified
John McGlinn, W ..... do	Timothy Quinlen ..... do
John Collins, 2d ..... do	Thos. Davis ..... do
Wm. H. Horton ..... do	Barney Lynch ..... do
James Benson, S ..... do	Wm. H. Hogan ..... do
Lauchlin Livingston, S ..... do	Michael Coyne ..... do
John Bates, W ..... do	Patrick Langdon ..... do
Nash Sullivan ..... do	Michael Graney ..... do
John Brown, 2d ..... do	Jno. B. Cavanaugh, W ..... do
Daniel S. Mellakin ..... do	Michael Rosmessen ..... do
Oliver O'Brien ..... do	Wm. Poole ..... do
Francis Corzen ..... do	Thos. Fitzgerald ..... do
Stephen M. Olney ..... do	Benj. S. Reed ..... do
Patrick Meade ..... do	Michael Donegan ..... do
John Fay ..... do	John Creese ..... do
Brenton B. Cook ..... do	Chas. Doyle ..... do
Isaac Bennum ..... do	Sylvester D. Taylor ..... do
James Green ..... do	James Corscader ..... do
Patrick McNamara ..... do	James Slowey ..... do
James Welsh ..... do	Alex. Buchanan ..... do
Marcus M. Hayes ..... do	Alex. Cafrey ..... do
Thomas Gillen ..... do	Michael Sullivan ..... do
James McCracken ..... do	Geo. Roberts ..... do
Andrew Garry ..... do	Jno. Pimentell ..... do
Edward S Gardner ..... do	Wm. Elwell ..... do
Jeremiah De Laney ..... do	Patrick Laughlin ..... do
Geo. Rankin ..... do	Chris'r M. Nicholson ..... do
Roger Morrissey ..... do	Wm. A. Murray ..... do
Murty Harrington ..... do	Jos. Connason ..... do
John Callahan ..... do	Wm. Anderson ..... do
John Burt ..... do	Andrew Sullivan ..... do

List of officers and men saved from the Cumberland—Continued.

Name and rank.	Name and rank.
Wm. Carroll, 1st.....not specified	Daniel I. Lynch.....not specified
Jas. H. Carroll.....do	John Doyle.....do
Wm. Carroll, 2d.....do	Thomas Tracy.....do
Edward Seares.....do	Henry Thomas.....do
Richard Sefton.....do	James Caswell.....do
Owen M. Jones.....do	Archibald Wilson.....do
Dennis McCarthy.....do	Henry Brown.....do
John H. Flynn.....do	Hiram Gage.....do
Michael Walsh.....do	David M. Coleman.....do
Frederick Baker.....do	James Burns.....do
Robert Miller.....do	John Larkin.....do
Thomas Malon.....do	James Marlow.....do
Michael Connally.....do	George Dennis.....do
John Cartin.....do	Jeremiah Mahoney.....do
Thos. Comberton.....do	Michael Clohasey.....do
Edward Flynn.....do	John Carr.....do
James McLaughlin.....do	Chas. N Stevens.....do
Cornelius Fitzemmons.....do	Michael Moriarty.....do
Edward Cobb, W.....do	Nicholas Johnson.....do
James Eagan.....do	John Myhan.....do
Simon White.....do	Bartholemow Fleming.....do
John McCarthy.....do	Cornelius Sullivan.....do
Geo. Roach.....do	Jerome Mason.....do
Richard Tobin.....do	Jas. F. Hathaway.....do
Lyman F Dodge.....do	George Senter.....do
Daniel O'Neil.....do	George W. Macomber.....do
Chas. F. Knight.....do	Jos. G. Smith.....do
Edward Burns.....do	Frederick Henderson.....do
John Connel.....do	George O. Hall.....do
Wm. F. Wiley.....do	Thos S. Peterson.....do
Isaac Fortune.....do	Dennis Kelly.....do
James McIntosh.....do	

MARINES.

Sweeney.....sergeant	Deady.....private
Brown.....do	Lanning.....do
Callahan.....do	Goetz.....do
Harris.....corporal	Daley.....do
Stevenson.....do	Howard.....do
Craig.....do	Murley.....do
Joshlyn.....drummer	Learey.....do
Baxter.....fifer	McCarthy.....do
Lyons.....private	Small.....do
Martin.....do	Wilkes.....do
Bunker, 2d.....do	O'Connor.....do
McFadden, W.....do	

Officers and men when the action commenced	376
Officers and men when the action was over	255
Killed, drowned, and missing	121

This is a large number, and I am in hopes more men will be found.

WM. RADFORD, *Commander.*

Report of Lieutenant Pendergrast, of the Congress, with casualties on that vessel.

UNITED STATES STEAM-FRIGATE ROANOKE,
Hampton Roads, March 11, 1862.

SIR: I have the honor to enclose the official report of Lieutenant Austin Pendergrast, of the Congress, addressed to me.

Very respectfully, &c.,

JOHN MARSTON,
Captain and Senior Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

FORTRESS MONROE, *Virginia, March* 9, 1862.

SIR: Owing to the death of my late commanding officer, Lieutenant Joseph B. Smith, it is my painful duty to make a report to you of the part which the United States frigate Congress took in the efforts of our vessels at Newport News to repel the attack of the rebel flotilla on the 8th instant. The following are the minutes, as near as I can inform you:

At 12.40 p. m. the Merrimack, with three small gunboats, was seen steaming down from Norfolk. When they had turned into the James river channel, and had approached near enough to discover their character, we cleared the ship for action.

At 2.10 the Merrimack opened fire with her bow gun, with grape, passing us on the starboard side, at a distance of about three hundred yards, receiving our broadside and giving one in return. After passing the Congress, she ran into and sank the United States sloop-of-war Cumberland. The smaller vessels then attacked us, killing and wounding many of our crew. Seeing the fate of the Cumberland, we set the jib and topsails, and with the assistance of the tug-boat Zouave ran the vessel ashore.

At 3.30 the Merrimack took a position astern of us, at a distance of about one hundred and fifty yards, and raked us fore and aft with shells, while one of the smaller steamers kept up a fire on our starboard quarter. In the meantime the Patrick Henry and Thomas Jefferson, rebel steamers, approached us from up the James river, firing with precision and doing us great damage. Our two stern guns were now our only means of defence. These were soon disabled, one being dismounted and the other having its muzzle knocked away. The men were swept away from them with great rapidity and slaughter by the terrible fire of the enemy.

At about 4.30 p. m. I learned of the death of Lieutenant Smith, which happened about ten minutes previous. Seeing that our men were being killed, without the prospect of any relief from the Minnesota, which vessel had run ashore in attempting to get up to us from Hampton roads, not being able to bring a single gun to bear upon the enemy, and the ship being on fire in several places, upon consultation with Commander Wm. Smith, we deemed it proper to haul down our colors without any further loss of life on our part. We were soon boarded by an officer from the Merrimack, who said that he would take charge of the ship. He left shortly afterwards, and a small tug came alongside, whose captain demanded that we should surrender and get out of the ship, as he intended to burn her immediately. A sharp fire with muskets and artillery was maintained from our troops ashore upon the tug, having the effect to drive her off. The Merrimack again opened upon us, although we had a white flag at the

peak to show that we were out of action. After having fired several shells into us, she left us and engaged the Minnesota and the shore batteries. We took the opportunity to man the boats and send the wounded ashore. We then left ourselves, the ship being on fire near the after magazine, and in the sick-bay. In fact, the ship was on fire from the commencement to the end of the action, three times in the sick-bay and ward-room, and twice in the main hold, produced by hot shot thrown from the Merrimack.

I lament to record the death of the following officers: Lieutenant Joseph B. Smith, Acting Master Thomas Moore, and Pilot Wm. Rhodes, wounded, and since dead. In conclusion, I beg leave to say, that the officers, seamen, and marines performed their *whole* duty well and courageously.

I am, very respectfully, &c.,

AUSTIN PENDERGRAST,
Lieutenant, United States Navy.

P. S.—I will send in a list of the casualties and missing as soon as I can ascertain them.

Very respectfully,

A. PENDERGRAST.

Captain JNO. MARSTON,
Senior Officer.

PHILADELPHIA, *Pennsylvania, March* 19, 1862.

SIR: I very respectfully submit the following report of the casualties that occurred on board the United States frigate Congress in the action of the 8th instant, at Newport News:

Total number of officers and men on board	434
Total number of officers and men accounted for	298
Total number of killed, wounded, and missing	136
Total number of wounded taken on shore	26
Total number of killed and missing	110
Total number of wounded since dead	10
Total number of killed, missing, and died on shore	120

I regret exceedingly to record the death of Master's Mate Peter Hargous.* He was a good, brave, and promising young officer, and is universally regretted.

I have the honor to be, &c.,

AUSTIN PENDERGRAST,
Lieutenant, United States Navy.

Hon. GIDEON WELLES,
Secretary of the Navy.

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* Subsequently ascertained to have been taken prisoner.

Report of Lieutenant S. D. Greene, executive officer of the Monitor.

UNITED STATES IRON-CLAD STEAMER MONITOR,
Hampton Roads, March 12, 1862.

SIR: Lieutenant Commanding John L. Worden having been disabled in the action of the 9th instant between this vessel and the rebel iron-clad frigate Merrimack, I submit to you the following report:

We arrived at Hampton roads at 9 p. m. on the 8th instant, and immediately received orders from Captain Marston to proceed to Newport News and protect the Minnesota from the attack of the Merrimack. Acting Master Howard came on board and volunteered to act as pilot. We left Hampton roads at 10 p. m., and reached the Minnesota at 11.30 p. m. The Minnesota being aground, Captain Worden sent me on board of her to inquire if we could render her any assistance, and to state to Captain Van Brunt that we should do all in our power to protect her from the attack of the Merrimack. I then returned to this vessel, and at 1 a. m. on the 9th instant anchored near the Minnesota. At 4 a. m., supposing the Minnesota to be afloat and coming down upon us, got under way and stood out of the channel. Finding that we were mistaken, anchored again at 5.30 a. m.

At 8 a. m. perceived the Merrimack under way, and standing towards the Minnesota; have up anchor and went to quarters. At 8.45 we opened fire on the Merrimack, and continued the action until 11.30 a. m., when Captain Worden was injured in the eyes by the explosion of a shell from the Merrimack upon the outside of the eye-hole in the pilot-house, exactly opposite his eye. Captain Worden then sent for me and told me to take charge of the vessel. We continued the action until 12.15 p. m., when the Merrimack retreated to Sewell's Point, and we went to the Minnesota, and remained by her until she was afloat.

I am, sir, very respectfully, &c.,

S. D. GREENE,
Lieutenant and Executive Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Acting Assistant Surgeon Logue, of the Monitor, of casualties on that vessel.

UNITED STATES STEAMER MONITOR,
Off Fortress Monroe, March 11, 1862.

SIR: I have the honor to report to your department the casualties that occurred on board during the action with the rebel steamer Merrimack on Sunday, March 9. The engagement began at 8.30 a. m., but no injury was experienced by either officers or crew until 10 o'clock. At this hour precisely Mr. Stodder, first master, (volunteer,) was disabled by concussion of the brain while engaged on the lookout in the turret. Insensibility remained for about ten minutes, but the reaction following did not run high enough to require active treatment. Mr. Stodder's injury resulted from his knee coming in contact with the turret at the instant a heavy shot from the Merrimack struck it. About ten minutes later Peter Trescott, seaman, was sent down from the turret suffering also from concussion of the brain. This injury did not result in total insensibility, but the circulation remaining depressed for some time, I administered stimulants in small quantities, watching carefully for reaction, and when it was established, controlled it successfully by cold affusion to the head. These were the only accidents that occurred until a percussion shell, near the close of the action, exploded against the lookout chink of the pilot-house, and resulted in severe injury to the eyes of Lieutenant Commanding John L. Worden, who was stationed there

during the engagement. I made an examination, and succeeded in removing from the corneal conjunction some minute scales of iron and a small quantity of paint, forced by the exploding shell from the bars composing the pilot-house. He was injured also in a small degree from concussion, but this complication required no treatment. My further treatment of Captain Worden consisted entirely in making cold applications to his eyes, which was continued until, at the solicitations of his friends, Assistant Secretary of the Navy Fox and Lieutenant Wise, United States navy, he was removed from the Monitor to be taken to Washington. I am pleased to report that on the morning following the engagement, the injured parties remaining on board were ready and reported for duty.

I have the honor to be, &c.,

DANIEL C. LOGUE,
Acting Assistant Surgeon.

Hon. GIDEON WELLES,
Secretary of the Navy.

Lieutenant Commanding Jeffers, of the Monitor, to Flag-Officer Goldsborough.

UNITED STATES CASED BATTERY MONITOR,
Hampton Roads, March 16, 1862.

SIR: In answer to your inquiry, I have to report that the Monitor expended 41 solid cast-iron shot in her engagement with the Merrimack, equally divided between guns 27 and 28. On inspection of the bore with a mirror, no trace of injury can be observed. I have no means of examining the vent by taking an impression.

Unless absolutely necessary, I shall fire no more cast-iron solid shot, as I am satisfied that shells are not more liable to fracture. The bronze-coated shot I shall reserve for special occasion. The wrought-iron shot I shall send on shore to remove the temptation to fire them. I am satisfied that the Merrimack cannot seriously injure the Monitor, but the explosion of a gun might destroy the turret.

I have the honor to be, &c.,

WM. N. JEFFERS,
Lieutenant Commanding.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Flag-Officer L. M. Goldsborough forwards report of capture of rebel batteries on the Neuse river and the occupation of Newbern, North Carolina, on March 15, 1862.

UNITED STATES FLAG-SHIP MINNESOTA,
March 17, 1862—8½ *p. m.*

I have the honor to forward the following highly important and interesting despatch to the honorable Secretary of the Navy by Commander Hazard. I received it a few minutes since, and lose not a moment in sending it to Baltimore by the steamer Commodore, which brought it to me from Hatteras inlet, in order that it may reach Washington early to-morrow forenoon.

Most respectfully, your very obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES FLAG-STEAMER PHILADELPHIA,
Off Newbern, N. C., March 16, 1862.

SIR: I have the honor to report the capture of all the rebel batteries upon the Neuse river, the complete defeat and rout of the enemy's forces in this vicinity, and the occupation of the city of Newbern by the combined forces of the army and navy of the United States, on yesterday (Friday) at noon. The incidents of the expedition, briefly stated, are these:

The fleet under my command, and that of the army, left Hatteras inlet at 7.30 on Wednesday morning, the 12th instant, and arrived, without accident or delay, at the point which had been selected for disembarking the troops, and within sight of the city of Newbern, at sunset on the evening of the same day, where we anchored for the night.

On Thursday morning I hoisted my pennant on board the steamer Delaware. At 8.30 a. m. our gunboats commenced shelling the woods in the vicinity of the proposed place of landing, taking stations at intervals along the shore to protect the advance of the troops. At 9.30 a. m. the troops commenced landing, and at the same time six naval boat howitzers, with their crews, under command of Lieutenant R. S. McCook, of the Stars and Stripes, were put on shore to assist the attack. The army commenced to move up the beach at about 11.30 a. m., the debarkation of troops still continuing. In the mean time our vessels were slowly moving up, throwing shell in the woods beyond.

At 4.15 p. m. the first of the enemy's batteries opened fire on the foremost of our gunboats, which was returned by them at long range. The troops were now all disembarked and steadily advancing without resistance. At sundown the firing was discontinued, and the fleet came to anchor in position to cover the troops on shore. At 6.30 a. m. Friday, the 14th instant, we heard a continuous firing of heavy guns and musketry inland, and immediately commenced throwing our shells in advance of the position supposed to be held by our troops.

The fleet steadily moved up and gradually closed in towards the batteries. The lower fortifications were discovered to have been abandoned by the enemy. A boat was despatched to it and the stars and stripes planted on the ramparts. As we advanced the upper batteries opened fire upon us. The fire was returned with effect, the magazine of one exploding. Having proceeded in an extended line as far as the obstructions in the river would permit, the signal was made to follow the movements of the flag-ship, and the whole fleet advanced in order, concentrating our fire on Fort Thompson, mounting thirteen guns, on which rested the enemy's land defences. The army having, with great gallantry, driven them out of these defences, the forts were abandoned.

Several of our vessels were slightly injured in passing the barricades of piles and torpedoes which had been placed in the river. The upper battery having been evacuated on the appearance of the combined forces, it was abandoned and subsequently blew up. We now steamed rapidly up to the city. The enemy had fled, and the place remained in our possession. Upon our approach several points of the city were fired by the enemy, where stores had been accumulated. Two small batteries, constructed of cotton bales and mounting two guns each, were also fired by them. Two small steamers were captured, another having been burned.

A large raft, composed of barrels of pitch and bales of cotton, which had been prepared to send down upon the fleet, was fired, and, floating against the railroad bridge, set it on fire and destroyed it. In addition to the prizes, a quantity of cotton, pitch, tar, a gunboat, and another vessel on the stocks, several schooners afloat, and an immense quantity of arms and munitions of war fell into our hands. At about 4 p. m. I sent several of our vessels to the right

bank of the Trent river to carry General Foster's brigade to occupy the city of Newbern.

I am, respectfully, &c.,

S. C. ROWAN,
Commanding U. S. Naval Forces in Pamlico Sound.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron,
Hampton Roads, Virginia.

Detailed report of attack upon Newbern, North Carolina, by Commander S. C. Rowan.

UNITED STATES STEAMER PHILADELPHIA,
Off Newbern, North Carolina, March 20, 1862.

SIR: I beg leave to submit the following detailed report of the attack upon Newbern and its approaches:

I left Hatteras inlet on Wednesday, March 12, at 7.30 a. m., with the following naval force under my command: Philadelphia, my flag-ship, Acting Master S. Reynolds commanding; Stars and Stripes, Lieutenant Commanding R. Werden; Louisiana, Lieutenant Commanding A. Murray; Hetzel, Lieutenant Commanding H. K. Davenport; Delaware, Lieutenant Commanding L. P. Quackenbush; Commodore Perry, Lieutenant Commanding C. W. Flusser; Valley City, Lieutenant Commanding J. C. Chaplin; Underwriter, Lieutenant Commanding A. Hopkins; Commodore Barney, Acting Lieutenant Commanding R. T. Renshaw; Hunchback, Acting Lieutenant Commanding E. R. Colhoun; Southfield, Acting Volunteer Lieutenant Commanding C. F. W. Behm; Morse, Acting Master Commanding Peter Hayes; Brincker, Acting Master Commanding J. E. Giddings; and Lockwood, Acting Master Commanding G. W. Graves. By 8 a. m. the naval fleet, together with the army transports, were steaming rapidly up the sound.

At 1 p. m. we made Brant island, distant about twelve miles. At 2.10 p. m. the advance divisions of the gunboats having entered the mouth of Neuse river, and being some miles in advance of the flag-ship, I made signal to stop, that the fleet might be concentrated. At this time General Burnside came alongside the flag-ship, and requested that one of our gunboats might be sent to the mouth of Pamlico river, intelligence having been received that two steamers were in that river. To guard against the possibility of an attempt by the enemy to cut off any of our transport vessels which might remain unprotected in the rear of the fleet, I despatched the Lockwood to lay off the mouth of that river during the night.

At 3.40 p. m., having come up with the advance, signal was made to "form line ahead," and the fleet again moved on, having now fairly entered Neuse river. At 5 p. m., the gunboats being now far in advance of the army transports and in sight of the obstructions placed by the enemy in the river opposite to their batteries, a small steamer was discovered about six miles ahead, apparently reconnoitring. The Delaware was despatched in pursuit. Failing to overtake the chase, but having driven her under the guns of the batteries, she returned. At 6.10 p. m. the naval fleet came to anchor in three columns off Slocum's creek, the point decided upon for the debarkation of troops, and about fifteen miles distant from Newbern. Early the following morning (13th) I hoisted my pennant on board the Delaware. The Stars and Stripes and Louisiana were placed on the west side of the creek, and the Hetzel and Valley City on the east. At about 8 a. m. the troops started from the transports, and at the same time the gunboats, sta-

tioned as above, opened with grape and shell on the point selected for landing, the fire ceasing as the first brigade landed. At 9 a. m., six naval boat howitzers, commanded, respectively, by Acting Master C. H. Daniels, United States steamer Hetzel; Mr. E. P. Meeker, United States steamer Philadelphia; Acting Master J. B. Hammond, United States steamer Hetzel; Mr. E. C. Gabandan, United States steamer Delaware; Lieutenant Tillotson, Union Coast Guard, and Lieutenant J. W. B. Hughes, Union Coast Guard—all under the command of Lieutenant R. S. McCook, of the Stars and Stripes—were landed to assist in the attack.

The Perry was moved up opposite the position of the battery in the interior near the railroad, with directions to open fire and unmask it. The Southfield was ordered to follow and take a position near the Perry. The Underwriter was soon directed to join them and use her rifle gun only. The Morse was stationed a mile below these vessels, and the Commodore Perry and Hunckback below the Morse.

As soon as the last brigade was embarked for landing I went up the river with the Delaware to make a reconnoissance of Fort Dixie. As I approached, the battery opened fire, which was returned, and the Perry coming up, a spirited and very effective fire was kept up by that vessel until dark, I having returned, at the request of General Burnside, to communicate with him.

Having despatched the Delaware on special service, I returned to the Southfield, after having communicated with the general, and proceeded in that vessel to the Perry, which vessel was ordered to cease firing, as the night had set in with a heavy fog. The Southfield and Lockwood were anchored two miles below Fort Dixie, and, as near as I could judge, abreast of the advanced position of our forces, the Delaware joining me during the night.

At daylight on the morning of the 14th the report of a gun, supposed to be a field-piece, was heard. The Delaware, Hunckback, and Lockwood were immediately ordered to get under way. The fog being too dense to signalize, the Lockwood was directed to trace the land down and order up the vessels that had been stationed along the shore from our position to the point of debarkation. The Delaware and Southfield were ordered to move up and open fire on Fort Dixie. They were soon joined by the heavy ships from below, followed by the more distant vessels that had been guarding Slocum's creek. Receiving no response from Fort Dixie, a boat was sent ashore, and the American flag raised on the ramparts. I then passed on up and opened fire on Fort Ellis, which was returned until the fort blew up. At this time our troops were pressing on the enemy's intrenchments in the rear of Fort Thompson. I made signal "Advance in line abreast," closed up toward the barriers, and opened fire on Fort Thompson and in direction of the sound of the enemy's fire in the interior. At this juncture an officer from General Burnside came down to the beach and informed me that our shells were falling to the left and near our own troops. Changed direction and continued to fire, and advanced closed to the barriers.

Fort Thompson having ceased to return our fire, I made signal "Follow my motions," and advanced through the first row of obstructions in "line ahead." As we passed the obstructions our troops appeared on the ramparts of the fort, waving the American flag. We threw a few shells into Fort Lane, but receiving no response, ordered the Valley City to raise the American flag on the remaining forts, and passed rapidly up the river in "line ahead." As we passed up, and on opening Trent river, two batteries were discovered, mounting two guns each, on the wharves in front of the city; both, however, were deserted. Passed up the Neuse river, and opened fire from the Delaware on some steamboats that were attempting to escape up the river, one of them having in tow a schooner loaded with commissary stores. One of the steamers was run in shore and burned; the other two, together with the schooner, were captured.

At about 12 m. I ran the Delaware alongside the wharf, and informed the in

habitants that we intended no injury to the town. At this time fires broke out in several portions of the city, it apparently being the intention on the part of the enemy to destroy it. Fire was also communicated to a floating raft in Trent river filled with bales of cotton saturated with turpentine, which had been prepared to send down to the fleet. This drifting against the railroad bridge, set fire to and burned it.

The Louisiana and Barney were sent to the Trent side of the town in order to secure any public property that might be found there. Several hundred stand of arms and other munitions of war, and a large amount of naval stores, together with a large three-masted schooner, fell into our hands. At 2 p. m., our victorious troops appearing on the opposite side of the Trent, the work of transportation commenced, and at sundown the army was in full occupancy of the city.

The obstructions in the river were very formidable, and had evidently been prepared with great care. The lower barrier was composed of a series of piling driven securely into the bottom and cut off below the water; added to this was another row of iron-capped and pointed piles, inclined at an angle of about 45° down the stream. Near these was a row of thirty torpedoes, containing about 200 pounds of powder each, and fitted with metal fuzes connected with spring percussion locks, with trigger-lines attached to the pointed piles. The second barrier was quite as formidable as the first, although not so dangerous. This was about a mile above and abreast of Fort Thompson, and consisted of a line of sunken vessels, closely massed, and *chevaux de frise*, leaving a very narrow passage under the battery. In passing through these obstructions the Perry struck one of the iron stakes and carried the head of it off, sticking in her bottom. The Barney had a hole six inches long cut in her, and the Stars and Stripes was also injured; but fortunately the torpedoes failed to serve the enemy's purpose.

The forts, six in number, (exclusive of those on the Trent,) were well-constructed earthworks, varying in distance apart from one-half mile to one mile and a half, and mounting, in all, thirty-two guns, ranging from 32-pounders to 80-pounders, rifled, all *en barbette*, with the exception of one casemated fort, mounting two guns.

I forward herewith the report of Lieutenant McCook, commanding the naval battery in the battle of Newbern. The conduct of this officer, as also of the officers in command of the guns and their crews, is worthy of all praise. The list of killed and wounded in this little command, amounting to less than 50 all told, will show that where the hottest of the fire was there they were. It again becomes my pleasing duty to bear testimony to the gallant bearing of the commanders of the different vessels, their officers and crews. I must beg leave to express my grateful thanks for the able manner in which I have been supported by them. I am happy to add that no casualties occurred on board the vessels under my command during the engagement.

I have the honor to be, very respectfully, &c.,

S. C. ROWAN.

Commanding United States Naval Forces, Sounds of North Carolina.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding North Atlantic Squadron, Hampton Roads, Virginia.

UNITED STATES STEAMER PHILADELPHIA,

Off Newbern, N. C., March 19, 1862.

SIR: I have the honor to submit the following detailed report of the operations of the battery under my command during the action near this place on the 14th instant.

In obedience to your order of the 13th, I took command of the naval battery of six howitzers, and on the morning of that day landed with the advance of the army at Slocum's creek. I was placed in the brigade and under the orders of General Foster, and at once moved forward to join him. The roads were very heavy, and in some places almost impassable, and had it not been for the assistance which was cheerfully rendered me by the army, the pieces could never have gone forward. We marched steadily forward till 9 o'clock at night, and then halted to rest. At — a. m. of the 14th we again moved forward, and at 3 a. m. reported to General Burnside, who ordered us to halt.

At daylight we resumed our march. At about 7 a. m. General Burnside ordered me to take a position in front of the left of the enemy's works. I moved the battery forward to the edge of the cleared space and deployed it to the left of the county road, opening fire at once with shell and shrapnel at a distance of about six hundred yards. Opposed to us and behind the breastworks was a battery of eleven field-pieces (six of which paid particular attention to us) and a number of riflemen, who annoyed us excessively whenever the smoke would lift clear of our guns. In attempting to drive these latter from the breastwork I advanced the battery some distance, firing canister, but was compelled to fall back to my original position, after having one gun disabled, an officer and several men wounded, and one killed.

For an hour and a half we maintained our position under a heavy fire of shell, grape, and musketry, when a gallant charge by our troops cleared the enemy from the breastwork. I at once moved forward into the work with three of my pieces and all my remaining ammunition. General Foster then ordered me forward with a portion of his brigade. When we had arrived within two hundred yards of the railroad a detached body of the enemy appeared in sight; the guns were at once prepared for action, and pointed toward a cleared spot on the opposite side of the railroad, that the enemy seemed to be making for. As they came into this open space I gave the order to fire, but, before the order could be executed, Acting Master Hammond rashly dashed forward in front of the guns and demanded their surrender. This demand they complied with, by throwing down their arms and holding up their hands in token of submission. The prisoners proved to be Colonel Avery and a portion of his command, the 25th North Carolina regiment; they had been driven from the rifle pits by our troops, and were endeavoring to make their escape. From this point I was ordered down the railroad to Newbern. Obtaining two cars, I placed my guns upon them, and reached the burning bridge to find our navy in possession of the city, and the gunboats transporting the troops across the river.

The cheerfulness with which the brave men under my command dragged their guns through the heavy roads, part of the time exposed to a drenching rain, and the gallant manner in which they sustained the heavy fire of the enemy, is worthy of all praise. I would especially call your attention to the gallant conduct of Orderly Sergeant J. Mendenhall, company B, Union Coast Guard; Seamen James Judge, George H. Mansell, John Williams, Charles Patterson, and Ordinary Seaman Duncan Douglass. These men, with the exception of Mendenhall, acted as captains of guns, and, from their intimate acquaintance with the howitzers, were of great service. The conduct of my officers was all that I could wish. Acting Masters Daniels and Hammond, of the Hetzel, rendered me most valuable aid; one gun in each of their sections was in charge of E. P. Meeker, of the flag-ship, and E. C. Gabandan, of the Delaware. To their coolness and courage all can testify. The gun in charge of Lieutenant Hughes, of company B, Union Coast Guard, suffered severely, and was finally disabled. During a portion of the engagement he loaded the gun himself, until carried away wounded. Mr. Daniels made an attempt to carry forward two of the captured pieces, but, after dragging them some distance, they stuck fast in the mud. Lieutenant Tillotson, of the Coast Guard, after firing away all his am-

munition, left his section, and, I have since learned, was picked up by the retreating enemy.

On going into action I discovered that some of the men had straggled off leaving me about fifty men to fight the guns. Among these, I regret to report the following casualties:

Killed.—Privates Arthur McGinnis and John Sheehy, company B, Union Coast Guard.

Wounded.—Second Lieutenant T. W. B. Hughes, Orderly Sergeant J. Mendenhall, Sergeant James C. Freeman, Corporal Thomas Riley, and Privates J. McDougal, S. T. Fonda, and Nicholas Mertz, (yet missing,) compamy B, Union Coast Guard; Seaman John Williams, Ordinary Seaman Jeremiah Sullivan, George Bushee, and Thomas Simmons. Total: killed, 2; wounded, 11.

I have the honor to be, &c.,

R. SHELDON McCOOK,
Lieutenant, United States Navy.

Commander S. C. ROWAN,
Commanding U. S. Naval Forces in the Sounds of North Carolina.

UNITED STATES STEAMER PHILADELPHIA,
Off Newburn, N. C., March 18, 1862.

SIR: I have the honor to report that the only casualties to the forces under your command in the engagement at this place, on the 13th and 14th instant, occurred in the naval howitzer battery, under the command of Lieutenant R. S. McCook, United States navy, co-operating with the forces on shore, and are as follows, viz:

Killed.—Privates Arthur McGinniss and John Sheehy, company B. Union Coast Guard.

Wounded.—Lieutenant T. W. B. Hughes, severely; Second Lieutenant J. Mendenhall, slightly; Orderly Sergeant James C. Freeman, slightly; Sergeant Thomas Riley, slightly; Corporal J. McDougal, severely; Private S. T. Fonda, slightly; and Private Nicholas Mertz, missing—all of company B, Union Coast Guard. United Stated Steamer Roanoke: John Williams, seaman, severely. United States Steamer Morse: Jeremiah Sullivan, ordinary seaman, silghtly. United States Steamer Valley City: George Bushee and Thomas Simmons, ordinary seamen, slightly. Total: killed, 2; wounded, 11.

I am, sir, very respectfully, &c.,

SAM'L J. JONES,
Assistant Surgeon, United States Navy.

Commander S. C. ROWAN,
Commanding United States Naval Forces, &c.

Commodore Rowan to Flag-Officer Goldsborough enclosing Lieutenant Commanding Murray's report of visit to Washington, North Carolina.

UNITED STATES FLAG-STEAMER PHILADELPHIA,
Off Newbern, North Carolina, March 27, 1862.

SIR: Lieutenant Commanding Murray returned from Washington, North Carolina, this morning. His report of his visit to that place is herewith enclosed. I have to regret that the lens has not yet been returned. The authorities assured

Captain Murray that the lens was taken away without their knowledge or consent and carried to Tarboro' in a little steamboat. I purpose holding the authorities responsible for the return of the lens before I promise protection to the inhabitants. It may be a matter of policy not to enforce this demand if satisfactory proof offers that the authorities had no knowledge of the removal of the lens; but I shall, if possible, ascertain the guilty parties, and take all the property I can find that will reimburse the government. I shall, of course, consult with General Burnside on this point.

The political sentiments of the inhabitants of Washington are divided, but the reception given our people is more hopeful than any we have yet witnessed in these waters. The rabid secessionists proclaimed that we intended to burn the town, and this fear alone may induce many to seem what they are not. I shall institute a secret inquiry into the antecedents of the authorities and remaining inhabitants, and if I find they are not in reality what they seem, (good Union men at heart,) I shall treat them with less consideration. For the present I shall keep a strict blockade of the river and town, and shape my course as circumstances may seem best for the interest of my government.

From the best information obtained, the enemy commenced dismantling his forts below Washington before I reached here, and redoubled his haste on my arrival in this river. So far as I can learn, nearly all the military stores and munitions were destroyed or carried off, and the naval stores and cotton belonging to individuals burned. Of the two gunboats on the stocks, one, intended to mount six guns, was launched and carried up the river out of sight, and was burned the night our forces arrived, as stated by reliable authority, The other gunboat of less size remained on the stocks, and was sawn in pieces by our people, assisted by the authorities, to prevent her destruction by fire, which would have endangered the town.

I have the honor to be, &c.,

S. C. ROWAN,
Commanding U. S. Naval Forces, Sounds of N. C.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading
Squadron, Hampton Roads.

UNITED STATES STEAMER LOUISIANA,
Washington, N. C., March 26, 1862.

SIR: In obedience to your orders of the 20th instant, I proceeded to this place arriving at the "obstructions," about five miles below, on the morning of the 21st. The naval column consisted of this vessel, the Delaware, Lieutenant Commanding Quackenbush, and the Commodore Perry, Lieutenant Commanding Flusser. We were accompanied to the "obstructions" by the steamer Admiral, army transport, with eight companies of the 24th regiment Massachusetts volunteers (Colonel Stevens) and a small tug-boat.

We met with no resistance, the batteries having been abandoned and their armament removed. By blasting and other processes we soon forced a channel through the piles, though they had been driven very deep (in triple rows) and cut off three feet below the surface. At 11 o'clock a. m. we arrived abreast the town, the Delaware bringing from the transport the field officers, two companies, and the regimental band. The authorities, with many of the citizens, met us on the wharf, where I briefly explained to them the object of our visit. The military then formed, and we proceeded to the court-house, where, with all the ceremonies, we hoisted the flag of our Union. The troops returned to the Delaware with unbroken ranks.

I found, on further consultation with the authorities, on whom I had made my demand for the restoration of the Hatteras light property, that underlying an apparent acquiescence of the people of the town and neighborhood in permitting the building of gunboats and the construction of batteries to repel the federal forces, was a deep-rooted affection for the old Union and not a little animosity to its enemies, the latter element not being diminished by the importation of troops from a distant State. The result of this state of affairs was to be anticipated—the abandonment of its defences by the troops, followed by the destruction of what remained of confederate property by the people.

The launched gunboat had been towed several miles up the river, loaded with turpentine, and fired the night of our arrival. A few hundred bushels of meal and corn left in the commissary store was distributed to the poor by my orders. The most valuable part of the Hatteras light property, the lenses, have been taken to Tarboro', but I have hopes of their recovery through the instrumentality of the people of Washington. The rest of the property is secured with channel buoys and moorings.

In addition to the batteries on either side of the "obstructions," the enemy had thrown up breastworks east of the town and joining, extending half a mile. They also had fortified their camp, which commanded the high road. A sketch of the river from the "obstructions" to the bridge above the town is enclosed; it includes all the fortifications.—(See original.) The woods and swamps in this and Hyde county are represented as being alive with refugees from the draft. Many of them, encouraged by our presence, came in. They are deep and bitter in their denunciations of the secession heresy, and promise a regiment if called upon to aid in the restoration of the flag.

If this expedition has not as yet been fruitful in profitable results, its future promises well. The place should not be neglected; it could soon be refortified, the guns being traceable only as far as Tarboro'. In case our force is too limited to permit of a division for the purpose of holding possession, periodical visits at least should be made. We have been delayed two days in consequence of low water, the Commodore Perry being aground.

I am, very respectfully, &c.,

A. MURRAY,
Lieutenant Commanding Column.

Commander S. C. ROWAN,
Commanding Naval Forces, &c.

Vessels freighted with prize naval stores captured at Newbern, N. C.

UNITED STATES STEAMER PHILADELPHIA,
Off Newbern, N. C., April 1, 1862.

SIR: I enclose herewith a list of returning vessels freighted by me with prize naval stores, which fell into my hands when I captured Newbern, North Carolina.

I have the honor to be, &c.,

S. C. ROWAN,
Commanding Naval Forces, &c

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

List of United States merchant vessels freighted by Commander S. C. Rowan, commanding United States naval forces in the sounds of North Carolina, with prize naval stores captured by the squadron under his command when Newbern was occupied by the United States naval forces, on the 14th of March, showing the cargo of each, which is consigned for adjudication to the judges of the United States district court at the port for which they have sailed.

Name of vessel.	Cargo.	Reputed owner.	To what port consigned.
Alfred H. Partridge	386 barrels rosin, 31 barrels tar, 4,500 dressed shingles.	Cicero Jestice	New York.
Sarah A. Falconer	556 barrels rosin, 64 casks rosin	John B. Flanner	New York.
P. A. Sanders	750 barrels and 25 casks rosin	530 barrels, Wm. Fife; remainder, Rich'd Taylor	Philadelphia.
Eva Bell	950 barrels rosin	William G. Byrne	Philadelphia.
Palma	1,331 barrels rosin, turpentine, and pitch; 118 barrels oil and 257 casks rosin.	1,174 barrels rosin and pitch, 43 casks rosin, and 118 barrels oil, Alex. Miller; 162 casks and 52 barrels rosin, J. B. Flanner; 105 barrels and 51 casks rosin, Wm. Whitford.	New York.
Harriet and Sarah	753 barrels and 136 casks rosin, 71,000 dressed shingles.	——— Jarvis	Philadelphia.
Eöthen	508 barrels rosin	William P. Moore	New York.
Lizzie Taylor	520 barrels and 318 casks rosin, 101 barrels turpentine, and 32,650 dressed shingles.	Rosin and shingles, Cicero Jestice; turpentine, E. Ellis.	Philadelphia.
Clifton	900 barrels and 74 casks rosin, 9 bales cotton	513 barrels and 8 casks rosin, David Bell; 387 barrels and 66 casks rosin, William G. Byrne; 9 bales cotton, Dibble & Bros.	New York.

S. C. ROWAN, *Commanding Naval Forces, &c.*

Commander Rowan to Flag-Officer Goldsborough, enclosing report of Lieutenant Commanding Murray as to condition of affairs at Washington, N. C.

UNITED STATES STEAMER PHILADELPHIA,
Off Newbern, N. C., April 5, 1862.

SIR: The general has sent the enemy's wounded to Washington. I sent the Albemarle to land them, but, by stupidity or accident, Mr. Chase ran her on the piles, when she sank immediately. The Delaware was fortunately in sight, and came to the rescue of the wounded men, then on board.

To guard against any indiscretion on the part of the officers then in the Pamlico, I despatched Lieutenant Commanding Murray in the Louisiana. The condition of affairs in Washington may be inferred from Captain Murray's report, which is herewith enclosed.

I have the honor to be, &c.,

S. C. ROWAN,
Commanding Naval Forces, &c.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

UNITED STATES STEAMER LOUISIANA,
Off Newbern, N. C., April 5, 1862.

SIR: In compliance with your orders of the 2d, (by some delay not sent to me until the 3d,) I proceeded to Washington, North Carolina, arriving at the obstructions below on the evening of the latter day, where I found the Delaware and Brincker.

On the morning of the 4th I went up to the town, in company with the Delaware, and put myself in communication with some of our friends. I learned that Mr. Respice, the mayor, had been taken out of his bed the night before and carried off; that a detachment of cavalry was in the neighborhood for the purpose of arresting the Union men, and in consequence most of the respectable people had left town for the woods, a reign of terror prevailing. The report that the confederate army was marching from Kiniton on Newbern is not fully sustained.

I returned over the obstructions before night, and proceeded to visit and finally to destroy, by "blasting" and "fire," a fortification partially masked, which up to the present time had escaped our observation. It was a formidable affair, with barrack accommodations for a thousand troops, situated on the right bank, about two miles below the obstructions. I also visited the Albemarle, in company with the commanding officers, engineers, and carpenters. She was pronounced a total loss, and I ordered her destruction. She was on fire when we left. I think the disaster to the Albemarle the result of negligence or incapacity. I send you confederate dates to the 31st March, and remain, very respectfully, your obedient servant,

A. MURRAY,
Lieutenant Commanding.

Commander S. C. ROWAN, U. S. N.,
Commanding in Albemarle and Pamlico Sounds, N. C.

Commander Rowan's report of the action of gunboats at Elizabeth City, N. C., from 9th to 11th February, 1862, inclusive.

UNITED STATES FLAG-SHIP MINNESOTA,
Hampton Roads, Va., March 25, 1862.

SIR: I have the honor to forward herewith the detailed report of Commander Rowan, just received, with regard to the action of the gunboats under his command at Elizabeth City, and also copies of the reports of the commanding officers of those vessels on the occasion, together with a list of the casualties that occurred.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES STEAMER DELAWARE,
Off Elizabeth City, N. C., February 11, 1862.

SIR: I beg leave to submit the following detailed report of my proceedings in Albemarle sound:

At about 3 p. m. on the 9th instant I entered Albemarle sound with the flotilla under my command, consisting of the Louisiana, Lieutenant Commanding Murray; Hetzel, Lieutenant Commanding Davenport; Underwriter, Lieutenant Commanding Jeffers; Delaware, (my flag-ship,) Lieutenant Commanding Quackenbush; Commodore Perry, Lieutenant Commanding Flusser; Valley City, Lieutenant Commanding Chaplin; Morse, Acting Master Hays; Seymour, Acting Master Wells; Whitehead, Acting Master French; Lockwood, Acting Master Graves; Ceres, Acting Master McDiarmid; Shawsheen, Acting Master Woodward; Brinker, Acting Master Giddings; and Putnam, Acting Master Hotchkiss.

As the flotilla passed into the sound the smoke of two rebel steamers was reported close in toward the opposite shore, these steamers apparently heading for Pasquotank river. I made signal to chase, and steered to cut off the enemy, but he succeeded in entering the river, and, as night was closing on us, I ordered the chase to discontinue. The flotilla steamed slowly over the bar and up the Pasquotank river to within ten miles of Fort Cobb, out Cobb's Point, where at 8.6 p. m. we anchored for the night.

I then called on board the commissioned officers in command, and informed them that the vessels of the enemy were either drawn up behind his battery on Cobb's Point or had made their escape through the canal to Norfolk. I reminded them of our embarrassment with regard to ammunition, having but twenty rounds for each gun, and proposed to organize the force in such a manner as to answer the double purpose of a close reconnoissance in force, to be converted into an attack if I deemed it prudent. It was positively enjoined upon them not to fire a single shot until the order was given, and, in order further to economize am munition, I directed that each vessel, as she approached the enemy, should run him down and engage him hand to hand. With this understanding these noble spirits returned to their respective ships to await the events of the morrow.

At daylight on the morning of the 10th the flotilla weighed anchor and formed in the order prescribed, the Underwriter, Perry, Morse, and Delaware in advance to reconnoitre, with the little Ceres on their right flank, followed by the remainter of the force, led in order by the Louisiana and Hetzel, the Valley

City and Whitehead being under orders to leave the lines as soon as the battery had been passed by the flotilla and attack it in reverse. In this manner we proceeded at moderate speed up the river.

At 8.30 a. m. the enemy's steamers were discovered drawn up, as I anticipated, behind the battery, which mounted four heavy 32-pounders, under command of Commodore Lynch in person, and was supported by the schooner Black Warrior, moored on the opposite side of the river, and armed with two heavy 32-pounders. The enemy's line appeared to be drawn up diagonally across and up the river in front of the town, his right resting on the battery. When within long range, the enemy opened fire from the battery, and the Black Warrior, followed by the steamers, with their 80-pounder and 12-pounder rifles. Our force, however, moved on silently and steadily, shot and shell passing over the vessels in advance, and falling thick and fast among the vessels in the main columns. When within three-quarters of a mile of the battery, I made signal "Dash at the enemy!" Our fire was then opened with telling effect, and our vessels put to their utmost speed.

The enemy seemed to become demoralized at this unexpected and determined movement. The Black Warrior was set on fire and destroyed by her officers and crew; the fort was abandoned as the head of our column passed it; a dash was then made at the enemy drawn up inside. The Perry, Lieutenant Commanding Flusser, took the flag-ship Sea Bird in gallant style, running her down and sinking her—making prisoners of her officers and crew. The Underwriter made to cut off the retreat of the Beaufort. The Ceres ran ahead and took possession of the Ellis. Some of the crew of the Ellis, in making their escape on shore, were killed and wounded by our musketry. Among the wounded was Midshipman Jackson, who was taken on board the Hetzel, where he received every possible care and attention. He survived but a few hours, and was buried with all the honors due his rank. The Delaware boarded and hauled down the rebel flag of the Fanny, which had been deserted and set on fire.

Passing up the river to the city with three or four of the vessels, we ran them alongside the wharves. A battery of field artillery was seen making a hasty retreat down the street. A party of our people passing through the streets came suddenly on a mounted artillery officer of the Wise Legion, who, in obedience to orders from General Henningsen, was compelling the defenceless people to set fire to the houses. Several houses were set on fire before he was arrested and brought to me. I immediately ordered all our people on board their respective ships, and that no visitors between shore and ships should be permitted. Some of the defenceless inhabitants, men and women, came to the wharf to implore me to save their houses and property from destruction; but I refused to allow a man to move, knowing that if I acceded to their requests we would be charged with vandalism, as incendiaries. No other houses were destroyed besides those set on fire under the direction of Lieutenant Scroggs, of the Wise Legion.

The commissary storehouse was broken open by my orders, and a supply of fresh beef, bread, and flour taken from it. The confederate steamer Forrest, which had been disabled in the action of the 7th instant, together with a gunboat on the stocks, and another vessel of lighter frame, were burnt at the shipyard. I sent competent engineers to destroy the machinery, boilers, and railway. This done, I withdrew all my vessels to Cobb's Point, where efforts had been made by other vessels of the flotilla to save the Fanny and Black Warrior, but in both cases the fire had too much headway to be subdued. The latter vessel had on board at the time a large amount of provisions, clothing, and other stores for the use of the enemy's squadron. The three following days were devoted to the destruction of the machinery of the Fanny and Sea Bird, and the recovery of their armament and such ordnance stores as could be fished up. Meanwhile Lieutenant Commanding Flusser was intrusted with the duty of

completing the destruction of the fort at Cobb's Point, which duty he efficiently performed, bringing off a quantity of powder, powder-tanks, projectiles, &c., &c.; all of which came from the navy yard at Norfolk.

In the evening of the 11th instant I despatched Lieutenant Commanding Murray with a small force, consisting of the Louisiana, Underwriter, Commodore Perry, and Lockwood, to Edenton to make a reconnoisance, with orders if he found no fort there to communicate with the authorities and destroy all the public property, but to scrupulously respect that belonging to private individuals. This duty Lieutenant Commanding Murray performed with his usual ability, taking possession of the town, quieting the apprehensions of the inhabitants, putting to flight a body of artillery, destroying eight cannon and a vessel on the stocks, and capturing two schooners.

Immediately on the return of the force from Edenton I despatched the Louisiana, Underwriter, Lockwood, Whitehead, and Shawsheen, with prize schooners in tow, to obstruct the Chesapeake and Albemarle canals, the expedition being under the command of Lieutenant Commanding Murray. The Louisiana and Underwriter came to an anchor outside the bar off the North river, while Lieutenant Commanding Jeffers ascended to the mouth of the canal with the Lockwood, Whitehead, and Shawsheen. He arrived just in time to hurry the retreat of General Wise, who was falling back from Nag's Head. The duty of obstructing the canal was performed with the characteristic zeal and discretion of this officer. I refer you to his report, together with that of Lieutenant Commanding Murray.

In congratulating you upon the result of these expeditions, which appears to me to have effectually demonstrated to these people the strength and determination of our government, I am happy in having no complaint to make—with zeal, gallantry, and efficiency each column was led and each ship handled. The programme determined upon the evening before was carried out to the very letter.

I would respectfully call your attention to one incident of the engagement, which reflects much credit upon a quarter-gunner of the Valley City, and for which Congress has provided rewards in the shape of medals. A shot had passed through her magazine and exploded in a locker beyond, containing fireworks. Her commander, Lieutenant Commanding Chaplin, went there to aid in suppressing the fire, where he found John Davis, quarter-gunner, seated, with commendable coolness, on an open barrel of powder, as the only means to keep the fire out.

I forward herewith the reports of the commanding officers.

I am, very respectfully, your obedient servant,

S. C. ROWAN,
Commanding Naval Division United States
Expedition in Pamlico Sound.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

UNITED STATES STEAMER LOUISIANA,
Elizabeth City, N. C., February 11, 1862.

SIR: I respectfully report, that in accordance with the plan of attack decided upon by you last night, I directed the column under my command, reduced by injuries at Roanoke island, to the Lockwood, Seymour, and this vessel, to take the positions assigned.

I am happy to report that the column and officers under my command, in an engagement against fortified works, aided by the whole naval forces of the enemy, did their duty.

I congratulate you on its perfect success, as well as the moderation and humanity exhibited in the hour of victory.

Very respectfully, your obedient servant,

A. MURRAY,
Commanding 2d Column.

Commander S. C. ROWAN,
Commanding Flotilla, &c., Pamlico Sound.

UNITED STATES STEAMER HETZEL,
Croatan Sound, N. C., February 14, 1862.

SIR: In accordance with your request, I beg leave to submit the following report:

Leaving this anchorage on Sunday, the 9th instant, in company with the rest of the light squadron, we stood up Albemarle sound, and towards evening saw some of the enemy's steamers, which were pursued into the Pasquotank river, where we anchored about three miles inside.

At a little before 7 o'clock the next morning, got under way and stood up the river, presently discovering the rebel flotilla awaiting our approach above a four-gun battery on Cobb's Point.

The position in the column assigned to the Hetzel was such that it was not practicable, in this narrow stream, to fire at the enemy's steamers without endangering the lives of our companions; but we managed to get two shots at the battery and one at an armed schooner—the missiles of our opponents falling thick and fast around us.

At 9.10 a. m. answered general signal, "make a dash at the enemy!" In fifteen minutes from this time the affair was finished, the battery deserted, and the flotilla burnt, sunk, captured, or put to flight. At 9.45 a. m. received on board, for surgical assistance, Acting Midshipman Wm. C. Jackson, aged 18, mortally wounded while making his way to the shore from the captured steamer Ellis. He died at 10 p. m., and was buried on shore the next morning with all possible solemnities. At 11.30 a. m. anchored off the battery, and sent Lieutenant Franklin with armed boat's crew to assist in its destruction.

In conclusion, I would respectfully call your attention to the coolness and gallant conduct of all under my command, who vied with one another in the steady and faithful performance of their duty.

I have the honor to be, &c.,

H. K. DAVENPORT,
Lieutenant Commanding

Commander S. C. ROWAN, U. S. N.,
Commanding Flotilla, &c., &c.

UNITED STATES STEAMER UNDERWRITER,
Off Elizabeth City, February 10, 1862.

SIR: I have the honor to submit the following report:

This morning I steamed up the river towards Elizabeth City in the position assigned me. On arriving within less than a mile of the rebel battery and ships, when the general signal was made "make a dash at the enemy!" I opened fire, and went ahead full speed. On nearing the ships, I directed the pilot to [put] this vessel alongside the Sea Bird; but on closing within a couple of hundred yards, I observed two steamers turning to escape, therefore passed on in pursuit. One of them was cut off, and, endeavoring to pass across my stern, was

met by another vessel and captured. The other ranged ahead, keeping up a lively fire of musketry, which was returned with the 12-pounder rifle, but did not succeed in disabling her machinery, and she soon disappeared round a turn in the river.

Arriving in front of the town, a battery of horse artillery, standing at the head of Main street, moved off. I went alongside the wharf, and remained until directed to drop down off the battery.

The occasion offered no opportunity for the display of individual gallantry—all merit my approbation. I, however, mention particularly Mr. Walter B. Griffith, master's mate, and Mr. John Cahill, second assistant engineer, (acting chief;) the former, as in the actions of the 7th and 8th, worked his rifled gun with coolness and precision. The latter was of great service in his own department, and also assisted at the after gun.

Ammunition expended: For 80-pounder rifle, 9 shells; for 12-pounder rifle, 18 shells and 1 stand of grape; for 8-inch gun, 4 shells; for 12-pounder howitzer, 1 shrapnel, 2 canister.

Respectfully, your obedient servant,

WILLIAM N. JEFFERS,
Lieutenant Commanding.

Commander S. C. ROWAN,
United States Navy.

UNITED STATES STEAMER DELAWARE,
Off Elizabeth City, February 11, 1862.

SIR: I have the honor to submit to you the following report:

On the 9th instant, at 2.30 p. m., the United States naval flotilla, consisting of fourteen armed steamers under your command, weighed anchor for Elizabeth City. Late in the afternoon two rebel steamers were discovered standing for Elizabeth City. The United States steamer Lockwood with this vessel immediately gave chase, but darkness prevented our overtaking them. At 8 p. m the flotilla came to anchor, distant about fourteen miles from Elizabeth City.

On the morning of the 10th, at 6 a. m., signal was made from this ship for the flotilla to get under weigh, and at 8 a. m., when standing on our course, discovered the enemy's gunboats, consisting of seven steamers and one armed schooner of two guns, a fine battery on our left of four guns, and one gun in the city facing us. When within range, signal was made, in accordance to the orders of the commanding officer of the flotilla, to "make a dash at the enemy," which signal was again repeated within six hundred yards of the enemy, at the same time terrible execution with our guns, and filling the air with shot and shell.

At 9.25 a. m., precisely nineteen minutes from the time the first gun was fired, the schooner struck her colors, and was found to be on fire. About the same time the rebel flag on the battery at Cobb's Point was taken down and waved by the garrison; whereupon the rebel gunboats, with two exceptions, ran close in shore, and were instantaneously set on fire and abandoned by their crews, some of whom escaped in boats, and others, jumping overboard, swam and waded to the shore.

I now gave the order to my acting aid, Assistant Paymaster F. R. Curtis, to have the cutter manned, and bring off a rebel flag for Commander Rowan, which was flying on board the rebel steamer Fanny. J. H. Raymond, acting master's mate, together with a part of his division, jumped into the boat with F. R. Curtis, and boarded the steamer Fanny, which was at the time on fire, hauled down the rebel flag, and then proceeded on shore to the battery, being the first

to land, when the stars and stripes were planted by Mr. Raymond, amidst tremendous cheering from the flotilla; after which, in obedience to a recall, they returned on board this vessel, which was moored to the wharf at Elizabeth City at 9.45 a. m.; thus ending one of the shortest and most brilliant engagements that has occurred during this unfortunate civil war.

Too much praise cannot be awarded to the officers and men attached to this vessel for their gallant conduct during the action of the 10th instant. Great credit is due to our pilot, Nassa S. Williams, for invaluable services rendered during the engagement.

I am, very respectfully, your obedient servant,

S. P. QUACKENBUSH,
Lieutenant Commanding.

STEPHEN C. ROWAN,
Commanding United States Flotilla, &c.

UNITED STATES STEAMER COMMODORE PERRY,
Roanoke Island, February 28, 1862.

SIR: In the action of the 10th instant, at Cobb's Point battery, the battery, schooner, and steamers opened fire on us about 8 a. m. About 8.15 we commenced to return it, firing at the battery and Sea Bird alone. After passing the battery, we fired only at the Sea Bird. We ran her down, and took her officers and crew prisoners. In the collision the ring-stopper of the anchor was snapped, and the anchor went to the bottom, which accident, together with the delay occasioned by receiving on board the prisoners, prevented us from making another capture. While engaged in receiving the prisoners, ten of the enemy's small steamers ran around very close to, firing at us with musketry, by which two of my men were killed and an officer wounded. The vessel was not struck by shot or shell. We fired fifteen shells, the greater number at the battery.

I have the honor to be, &c.,

C. W. FLUSSER, *Lieutenant Commanding.*

Commander S. C. ROWAN,
Commanding United States Naval Flotilla, &c.

List of the killed and wounded on the Commodore Perry.

Killed.—Frederick Wierland, seaman; Thomas O'Mara, company A, 4th Rhode Island volunteers, born at Fall River, Massachusetts.

Wounded.—Henry C. Webster, acting master's mate, in the leg, severely, but not dangerously.

Very respectfully, &c.,

C. W. FLUSSER.

UNITED STATES STEAMER VALLEY CITY,
Off Elizabeth City, N. C., February 10, 1862.

SIR: I respectfully beg to submit the following report of the proceedings of this vessel in the action off this city on this day:

After steaming up the river until 8 o'clock yesterday evening, I came to anchor with the other flotilla about seventeen miles below Elizabeth City.

February 10.—At 6.30 a. m. got under way in obedience to signal, and stood up the river, in company with the rest of the flotilla. When nearing the

approaches of the city, received the fire of a rebel battery on shore. I immediately manned my port battery, and kept up a brisk return of the fire. A steamer and schooner, bearing the rebel flag, opened fire on our starboard bow; returned their fire with my starboard battery. A shell from the enemy passing through both my boats, rendered them entirely unfit for service.

Upon signal "make a dash at the enemy," increased the speed, and fired several brisk broadsides at the enemy's battery. A shell from the shore penetrated the side and passed through the magazine, exploding outside the screen on the berth-deck. Several of the powder divisions were severely scorched, the protecting bulkheads were torn to pieces, and the forward part of the berth-deck set on fire by the explosion. Ordered the pumps to be manned, and speedily got the fire subdued. In forty minutes from the commencement of the action, came to anchor within the precincts of Elizabeth City.

I take pleasure in again bearing testimony to the gallant conduct of the officers and crew of this vessel, and particularly I desire to bring under your notice the cool intrepidity and thorough practical seamanship displayed by master's mate, J. A. J. Brooks, in manœuvring this vessel while under the hottest of the enemy's fire; also to the undaunted presence of mind of the gunner's mate, John Davis, who, while at his station in the magazine, when the shell penetrated the side and ignited the berth-deck, as above reported, did cover a barrel of powder with his own person, thereby preventing an explosion, while at the same time passing powder, providing for the gun divisions on the upper deck.

I beg to enclose the surgeon's report of the casualties during the day.

I am, sir, very respectfully, &c.,

J. C. CHAPLIN, *Lieutenant Commanding.*

Commander S. C. ROWAN,
Commanding Flotilla, &c.

UNITED STATES STEAMER MORSE,
Off Elizabeth City, N. C., February 15, 1862.

SIR: In obedience to your order of the 11th instant, I submit the following report of the operations of this vessel during the engagement of the 10th instant.

At 7 a. m., in obedience to signals, we got under way. Opened fire on the enemy with shells, at a distance of about three-quarters of a mile, maintaining a steady fire until the termination of the engagement; after which a few fragments of a shrapnel were found on deck, which, with a shot through the ensign, were the only ones received, neither killing nor wounding any person on board.

The officers and men behaved throughout with the utmost bravery and coolness. In all, thirteen shell and one shrapnel were expended.

I am, sir, very respectfully, &c.,

PETER HAYS,
Acting Master Commanding.

Commander S. C. ROWAN,
Commanding Naval Flotilla, &c.

UNITED STATES STEAMER LOCKWOOD,
Elizabeth City, N. C., February 12, 1862.

SIR: I have the honor to forward the following report of the action at Elizabeth City on the 10th instant.

At 9 a. m. engaged the enemy, directing my fire upon their armed schooner until her crew deserted her, when I hauled across the river towards the Fanny,

firing shrapnel and volleys of musketry. The enemy took to their boats, (after setting fire to their vessel,) and retreated under a heavy fire. I boarded as soon as possible with my boats, but found the fire too much spread to subdue; succeeded in capturing 20 stand of arms. Received a shot through our smoke-stack, and had our boat's davits unshipped by a spent shot; no one injured. The officers and men behaved nobly. Expended 8 rounds of 80-pounder ammunition; 4 rounds of howitzer ditto; 50 rounds of buck and ball ditto.

Very respectfully, &c.,

G. W. GRAVES,
Acting Master Commanding.

Commander S. L. ROWAN,
Commanding Naval Division.

UNITED STATES STEAMER WHITEHEAD,
Off Elizabeth City, N. C., February 10, 1862.

SIR: I engaged the enemy this morning at 8.20; discovered a rebel schooner abandoned and fired, mounting two 32's. Not being able to extinguish the fire, I scuttled her. I took from her 6 muskets; 12 boarding pikes; books and papers of the rebel paymaster.

I expended during the action six shells. My officers and men behaved nobly during the fight.

Very respectfully, your obedient servant,

CHARLES A. FRENCH,
Acting Master Commanding.

Commander S. C ROWAN,
Commanding Naval Flotilla, &c.

UNITED STATES STEAMER SHAWSHEEN,
Off Elizabeth City, N. C., February 11, 1862.

SIR: In obedience to your order, I have the honor to submit the following report of the part taken by this steamer, under my command, at the attack on Cobb's Point battery; also on a fleet of rebel gunboats and one armed schooner, stationed near by to support said battery.

On the morning of the 10th instant thirteen of our gunboats were at anchor at the mouth of the Pasquotank river, having anchored there the preceding night. At 6.30 a. m. a sail was discovered crossing the mouth of the river, outside of the fleet, when some of the gunboats gave chase. I also got under way and stood out in pursuit, and, seeing her running for the land, I fired a shot across her bows, which brought her to, when the Seymour, being in advance of the other boats, took her in tow. She proved to be a schooner loaded with wood. I immediately stood up the river after the fleet, which had got under way, and was proceeding slowly up the river towards Elizabeth City. I soon overtook them. At 7.30 a. m. some rebel steamers were discovered ahead, apparently on the retreat. At 8 a. m. came in sight of the battery, and saw the steamers form in order across the river opposite. Our steamers advanced at a medium rate, when, being within about two miles of the battery, the steamers and armed schooners opened fire upon our fleet. At 8.30 a. m. the battery commenced firing, their shot reaching our steamers, but doing no injury, when our fleet ran up within good range. Signals were made by Commander Rowan on his flag-ship, the Delaware, to make a dash at the enemy, and fire at them at

our discretion, when all the steamers went ahead at full speed, and opened on the enemy a well-directed fire, which fire was repeated in quick succession as we advanced. Their shot and shell fell rapidly among us, some of which took effect, but still we advanced on the enemy, which, with our fire, threw them into confusion, although they endeavored to make an able resistance; but when they discovered our intention to board, their men left their guns, their steamers were headed towards the shore and some of them set on fire—the flag on the fort's battery was hauled down and it deserted—when our leading steamers made a most gallant manœuvre and ran them aboard, sinking two, capturing one, and the schooner was set on fire and deserted. I was running for the steamer Fanny, and being so near that all hands were ready to board and run, using muskets and small arms, at the retreating rebels, who waved a flag in defiance at us. As we ran about to board her, discovered her to be on fire, and was ordered to back off from her by Commander Rowan, which I did, and followed other steamers in pursuit of one of the rebel steamers, which was making her escape by way of the canal. After chasing her some way up the canal, the chase was given up. Some of our steamers went up to the wharf, including the flag-ship Delaware. One new gunboat building and one old gunboat repairing were set on fire, and the city fired in several places. After remaining some time up at the city, I was ordered to anchor down near the battery on Cobb's Point, which I did, as did all the fleet soon afterwards; having expended 10 rounds of ammunition for forward rifled gun, and 50 charges small-arm ammunition, and receiving no injury throughout the engagement. Permit me to add that all under my command, both officers and crew, worked with a determined will worthy of themselves and the noble cause in which they are engaged.

I have the honor to be, &c.,

THOMAS J. WOODWARD,
Acting Master Commanding.

S. C. ROWAN,
Commanding Albemarle Flotilla.

UNITED STATES STEAMER HENRY BRINKER,
Off Roanoke Island, March 1, 1862.

SIR: I have the honor to report the part taken by the vessel under my command in the engagement at Elizaberh City on the 10th instant.

At 8 a. m. (the enemy's gunboats being in sight) was in the position assigned me by my commander, in the rear of the first division.

Owing to my position, I was unable to fire with either safety to our own vessels or effect on the enemy, until nearly opposite the battery on Cobb's Point, when we fired three shots at the schooner battery on the northern shore of the river. The schooner, ceasing to fire, approached the battery. Had fired but four shots when the order to "make a dash at the enemy" was given by the flag-ship Delaware. Closed in, but had no opportunity to engage, the enemy being completely routed by the vessels in advance. Came to anchor near the bar, above Cobb's Point, and awaited orders.

Ammunition expended, seven rounds; casualties, none. The vessel was not struck by the enemy's shot. My officers and crew behaved with their usual gallantry.

I have the honor to be, &c.,

JOHN E. GIDDINGS,
Acting Master Commanding.

Commander S. C. ROWAN,
Commanding Naval Forces, Albemarle Sound.

UNITED STATES STEAMER GENERAL PUTNAM,
Off Elizabeth City, February 11, 1862.

SIR: As I have the honor to report to you the proceedings of yesterday, I regret to say that, owing to the bad condition of our boiler, and consequently the slowness of my boat, I did not arrive in time to take a part in the action, but rendered assistance in getting the Ceres and her prize afloat, they both being ashore; then steamed up to the city, and received orders to anchor below.

Sent a boat to put out the fire of the armed schooner, but the fire was too far advanced to be subdued. Seeing a flag of truce on shore, I sent a boat and brought off a man, who was one of the crew of the schooner which was burnt. He claims to be a pilot through all the waters of North Carolina,

Very respectfully, your obedient servant,

WILLIAM J. HOTCHKISS,
Acting Master, Commanding.

Lieutenant DAVENPORT,
Commanding Third Division.

List of casualties off Elizabeth City.

UNITED STATES STEAMER VALLEY CITY.

Wounded.—Thomas J. Daniels, pilot, severely; Thomas Doyle, ordinary seaman, severely; John Lahey, nurse, slightly; James A. Young, officers' cook, severely.

UNITED STATES STEAMER UNDERWRITER.

Wounded.—James Matthews, master-at-arms, slightly.

UNITED STATES STEAMER CERES.

Wounded.—Timothy Dacey, ordinary seamen, slightly.

UNITED STATES STEAMER COMMODORE PERRY.

Killed.—Frederick Wierland, seaman; Thomas O'Mara, private, company A, fourth regiment Rhode Island volunteers. *Wounded.*—Henry C. Webster, acting master's mate, slightly.

Recapitulation.—Killed, 2; wounded, 7.

ORDER.

UNITED STATES STEAMER DELAWARE,
Off Elizabeth City, February 11, 1862.

The commander of the flotilla in Albemarle sound avails himself of the earliest moment to make a public acknowledgment of the coolness, gallantry, and skill displayed by the officers and men under his command in the capture and destruction of the enemy's battery and squadron at Cobb's Point. The strict observance of the plan of attack, and the steady but onward course of the ships, without returning a shot until within three-quarters of a mile of the fort, excited the admiration of our enemies.

The undersigned is particularly gratified at the evidence of the high dis-

cipline of the crews in refraining from trespassing in the slightest degree upon the private property of defenceless people in a defenceless town. The generous offer to go on shore and extinguish the flames applied by the torch of a vandal soldiery to the houses of their own defenceless women and children is a striking evidence of the justness of our cause, and must have its effect in teaching our deluded countrymen a lesson in humanity and civilization.

S. C. ROWAN,
Commanding Flotilla, Albemarle Sound.

Capture of Fort Macon.

UNITED STATES STEAMER DAYLIGHT,
Beaufort Harbor, April 26, 1862.

SIR: I have the pleasure to inform you that Fort Macon is ours, after one day's bombardment, in which the gunboats under my command participated. Our loss is one engineer, wounded in the arm by a round shot, or rather the splinters, the shot entering our starboard quarter, and lodging in the opposite side of the ship. The army had one killed and two wounded, I hear. Particulars of our part in the capture hereafter.

In haste, yours, respectfully,

SAMUEL LOCKWOOD,
Commander and Senior Officer.

Flag-Officer L. M. GOLDSBOROUGH,
Com'd'g North Atlantic Blockading Squadron, Hampton Roads.

UNITED STATES PROPELLER DAYLIGHT,
Beaufort Harbor, April 27, 1862.

SIR: I have the honor to report that on the 25th instant, our batteries on shore being in position, fire was opened about 6 a. m. on Fort Macon. On its being reported, I got under way and steamed towards the other blockading vessels, making signals for them to get under way, to prepare for action, and form in line ahead. When within range, as near as the shoals allowed us to approach, the Daylight opened fire, followed in succession by the State of Georgia, Commander James F. Armstrong; the gunboat Chippewa, Lieutenant Commanding A. Bryson, and the bark Gemsbok, Acting Lieutenant Edward Cavendy. The three steamers kept under way, steaming around in a circle, delivering their fire as they came within range at a mile and a quarter distant from the fort; the bark anchored. After firing a number of rounds of shot and shell, finding that the sea, from a southwest wind blowing on shore, caused the vessels to roll so quick and deep as to render our guns almost unmanageable, to affect our range, and the accuracy of our aim, I reluctantly withdrew, after being engaged about an hour and a quarter, hoping that the wind and sea would subside so as to enable us to renew our firing in the afternoon. I the more readily adopted that course, as we did not contemplate to be continuously engaged, but to occasionally open fire on the enemy, who we expected would hold out for several days. The wind and sea increasing rendered the renewal of the engagement impracticable that afternoon by the gunboats. Towards evening a flag of truce was displayed from the fort, which passed into our possession the following morning, and we heartily cheered the reappearance of our old flag over the ramparts of Fort Macon about 10 a. m., April 26, 1862.

On entering the post I had an interview with Major General Burnside, and we jointly signed the terms of capitulation on the part of the United States forces.

We expended nearly one-half of our fifteen-second fused shells, and I am happy to say with good effect; and our time of attack was most opportune, as we drew the fire of the enemy from an important land battery, which enabled our forces to repair damages caused by the concentrated fire of the enemy thereon. The fire of the enemy on the vessels from guns of greater range was excellent. Their shot and shell fell around us in every direction. Many good line shots passed just over and beyond us as we successively passed their line of fire, and we were exceedingly fortunate in receiving so little damage. The Daylight was struck by an 8-inch solid shot on the starboard quarter, below the spar deck, passing through several bulkheads and the deck below to the opposite side of the vessel in the engine room, about six inches above the machinery, among which it dropped. A splinter fractured the small bone of the right forearm of Acting Third Assistant Engineer Eugene J. Wade, and I am happy to state that this was the only casualty that occurred.

I am informed that our forces on shore had one killed and two wounded, and that the enemy had eight killed and twenty wounded. It is remarkable that so important a victory should have been achieved with so little loss of life, particularly as the interior of the fort was literally covered with the fragments of bombs and shells, and many of their guns disabled.

I herewith enclose the reports of the several commanders, and it gives me great pleasure to commend the gallantry of all.

I am, sir, respectfully, your obedient servant,

SAMUEL LOCKWOOD,
Commander and Senior Officer present.

Flag-Officer L. M. GOLDSBOROUGH,
U. S. Flag-Ship Minnesota, Hampton Roads, Va.

UNITED STATES STEAMER STATE OF GEORGIA,
Off Fort Mccon, N. C., April 26, 1862.

SIR: I have the honor to hand, herewith, a statement of the amount of ammunition expended during the action of yesterday.

The fire of the enemy was well directed, their shot and shell falling thick and fast around us, one passing through the American ensign at the peak. While making the circle, under the fire of the fort, we touched bottom slightly, without damage. The coolness and spirit displayed by the officers and crew of this vessel deserves the highest praise.

I am, sir, very respectfully, your obedient servant,

JAMES F. ARMSTRONG, *Commander.*

Captain SAMUEL LOCKWOOD,
Commander and Senior Officer, off Fort Macon, North Carolina.

UNITED STATES GUNBOAT CHIPPEWA,
Beaufort, April 27, 1862.

SIR: In obedience to your orders, I herewith transmit to you an account of the part taken by this vessel at the bombardment of Fort Macon on the 25th instant.

In accordance with your signal we got under way at 8 o'clock, and following in line stood in for the fort. I am surprised that our firing should have been so accurate, when I take into consideration the rolling of the vessel. At times the muzzle of our eleven-inch pivot gun was within a very short distance of the

water. During the time we were in the engagement we fired twelve rounds from the eleven-inch gun, and ten from the twenty-pound Parrott.

The shell from the fort passed through our rigging and exploded all around us, but I am happy to be able to state that no one was injured; neither did the hull or rigging receive the slightest damage. Both officers and men, few of whom had ever been under fire before, behaved with the greatest coolness and bravery.

I am, respectfully, your obedient servant,

A. BRYSON, *Lieutenant Commanding.*

Commander SAMUEL LOCKWOOD, *Senior Officer present.*

UNITED STATES STEAMER GEMSBOK,
Off Beaufort, North Carolina, April 25, 1862.

SIR: I have the honor to report to you the following statement of the part this vessel took in the bombardment of Fort Macon, between the hours of 8 and 10 a. m. on the above date.

Agreeably to signal from my senior officer I prepared the ship ready for action; at 7.55 perceived signal to get under way to the fort and to open fire; at 8 hove up anchor and stood in toward Fort Macon, and anchored close in to the breakers, in four fathoms water, distant one mile (large distance) from the fort. Immediately opened fire, and continued firing until the flag-ship stood off, when I hove up anchor and stood for the anchorage. Fired twenty-eight shot and shell at the fort. Having but a small quantity of long range fuses that would reach the fort, I was compelled to use hollow shell and shot instead.

During the time the ship was in action several shot and shell came very near us; only one, however, did any damage, that carrying away the forward starboard main topmast backstay ten feet from the deck; also carrying away the main topsail halliards and main brace.

I am, sir, very respectfully, your obedient servant,

EDWARD CAVENDY, *Commanding Gemsbok.*

SAMUEL LOCKWOOD,
Senior Officer, Commanding United States Steamer Daylight.

UNITED STATES STEAMER ELLIS,
Off Beaufort, N. C., April 26, 1862.

SIR: I have the honor to make to you the following report:

Fort Macon surrendered after being bombarded for ten hours. In my letter of the 23d instant to you I mentioned the superior range of the fort's guns and my inability to reach it at two miles, even with the increased charge of eight pounds. On Friday, the morning of the attack, the wind was fresh from the southward and westward, making sufficient sea to render my fire very uncertain, and to endanger the vessel on the shoals. These circumstances, and the poor range of my gun, decided me not to engage with the Ellis; so I was obliged to content myself with offering the services of my people, to assist at the guns on the canal boats. Mr. Porter worked one for a short time, but orders soon came to stop it, and when the firing ceased we were engaged in sounding out a better position for them.

Very respectfully, your obedient servant,

C. L. FRANKLIN,
Lieutenant, Commanding Ellis.

Commodore S. C. ROWAN,
Commanding U. S. naval forces in North Carolina.

Lieutenant Commanding Flusser's report of obstruction of the Albemarle and Chesapeake canal, April 23 and 24, 1862.

UNITED STATES STEAMER PHILADELPHIA,
Off Elizabeth City, N. C., April 26, 1862.

SIR: Finding that the army had failed to accomplish the purpose for which it was landed near Elizabeth City, and having returned to its post without accomplishing either the destruction of one or the other of the canals, I resolved to undertake it with the navy; I accordingly gave orders to Lieutenant Commanding Flusser, and furnished him with all the means he required; he accomplished the work to my entire satisfaction, and in his usual able and energetic manner. I enclose Lieutenant Commanding Flusser's report.

I am, very respectfully, your obedient servant,

S. C. ROWAN,
Commanding Naval Forces Sounds of North Carolina.

L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron,
Hampton Roads, Virginia.

UNITED STATES STEAMER COMMODORE PERRY,
Off Elizabeth City, April 25, 1862.

SIR: In obedience to your order, I left this place on the 23d instant, in the Lockwood, with the Whitehead, and Putnam in company, each with an officer and a detachment of men on board; the Lockwood towing the wrecking schooner Emma Slade, with the apparatus for blowing up the banks, to block up the Albemarle and Chesapeake canal.

At the mouth of North river we were joined by the Shawsheen, having in tow a schooner which had been sent the day before to Roanoke island to be filled with sand.

In the afternoon of the 23d fifty men were landed on each bank, while a launch with a heavy 12-pounder was sent up the canal, and with this force we moved up two miles, examining the banks to find the best place for operations.

I concluded to place the obstruction near the mouth, that the men while at work might be under cover of the guns of the steamers, and the enemy be prevented from removing it.

The schooner was sunk just inside of the canal, and with brush, stumps, rails, trunks of heavy trees, and earth, the passage was obstructed from the schooner about fifty yards above. We were occupied from noon till sunset of the 23d, and from 7.30 a. m. till half an hour after sunset of the 24th. Earth was thrown in by hand from each bank as far as could be, but we had no wheelbarrows to carry it to the middle.

Professor Maillefert, of the New York Submarine Engineer Company, and his assistants were of great service to me; indeed, I was mostly governed by his advice, as he is more familiar with this sort of work than I am. He is of opinion that it will require two or three months' labor, with a dredging machine, to remove what we have placed in a day and a half. He says it will be easier and cheaper to cut a new outlet than to remove the obstruction.

The rebels have, I think, no thought of using that canal, as they have themselves been obstructing it above and below the bridge.

It would be well to send a steamer there daily until the timber is water-soaked and sunk.

Very respectfully, your obedient servant,

CHARLES W. FLUSSER,
Lieutenant Commanding.

Commander S. C. ROWAN,
Commanding U. S. Naval Forces, inner waters of North Carolina.

Commander Smith to Flag Officer Goldsborough, about the capture of Yorktown and assistance rendered General McClellan.

UNITED STATES STEAMER WACHUSETT,
Yorktown, Va., May 5, 1862.

SIR: About 7 o'clock yesterday morning we saw an American ensign floating over one of the rebel redoubts at Yorktown, and a few minutes afterwards I received from General McClellan a telegraphic despatch saying, "Yorktown is in our possession, please come up and help us in communicating with Gloucestre," and requesting me to send some of the boats up York river to reconnoitre and seize schooners.

The squadron was immediately under way and stood up the river. When near Gloucester Point I sent Master Whitehead, of this ship, to hoist the American flag at that place. I then despatched the Corwin, Lieutenant Commanding Phelps, and Currituck, Acting Master Shankland, to reconnoitre up York river, to the distance of ten or twelve miles; the other vessels anchored at this place.

We found only one small schooner, which had been abandoned. All other vessels had gone up the river; some few were still in sight, but at a considerable distance.

At 11 a. m. I received a despatch from General McClellan requesting me to send two boats to reconnoitre as far up as West Point, and let the rest escort Franklin's division, which was to go by water. I directed Lieutenant Commanding Patterson, in the Chocura, to proceed up the river to West Point, taking with him the Corwin, (which had not yet returned,) and to send back the Currituck.

At 2 p. m. the Currituck returned, and her commander reported that he had been about twelve miles up the river; that Bigelow's wharf, ten miles above, was burning, and he had not seen any batteries on the banks. Just as the Currituck returned I received a despatch from General McClellan, saying that it was of the first importance that some of the boats should hurry up and destroy the transportation. I therefore despatched the Currituck, with orders to go up the river and, if possible, destroy the railroad bridge over the Pamunkey river, and then telegraphed to General McClellan to inform him what I had done.

At 4 p. m. I received another despatch from General McClellan, requesting me not to burn the bridge, but to save it if possible. I immediately despatched Lieutenant Commanding Henry, in the Sebago, up the river, with orders when he should meet the Corwin returning here to send her back in pursuit of the Currituck, and prevent the burning of the bridge.

At 8 p. m. Lieutenant Commanding Patterson, in the Chocura, returned and reported that he had been to West Point; that he had not found any batteries or soldiers at that place, nor at any other point on the river, but found a white flag flying there, and saw white flags flying at many places as he went up the river. I enclose a copy of his report.

At 9.30 p. m. Lieutenant Commanding Henry, in the Sebago, returned, hav-

ing met the Corwin and sent her in pursuit of the Currituck. The Sebago towed down a small schooner and launch captured by the Corwin, having on board four deserters from the rebel camp and five men belonging to small vessels in the transport service, all of whom had given themselves up to the steamer, and whom I have to-day transferred to the provost marshal; also ten negroes who had given themselves up, and whom I have transferred to Colonel Engles, at Yorktown.

This forenoon General Franklin's division are arriving and anchoring here, preparatory to a start up the river to-morrow morning. We will accompany them. The Corwin and Currituck have not yet returned.

I have the honor to be, very respectfully, your obedient servant,

W. SMITH,
Commanding United States Steamer Wachusett.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

UNITED STATES GUNBOAT CHOCURA,
Off Yorktown, Va., May 4, 1862.

SIR: I have the honor to report that, in obedience to your order of this morning, I left Gloucester Point at noon, and at 1.30 was joined by Lieut. Commanding Thomas S. Phelps, in the Corwin.

We proceeded up York river, prepared for action, but found every house deserted, apparently, except by females and negroes. A white flag was displayed as we approached.

Bigelow's wharf we found burning at each end, and in the immediate vicinity, from two buildings, hospital flags were flying. Zantzinger's wood and coal wharf, above Bigelow's and on the opposite side, is destroyed in several places.

On reaching West Point the narrow, intricate channel and shoal water prevented my approaching, and it was too late to do so in boats; but I could easily distinguish the frames of two vessels, (apparently intended for gunboats,) on fire and partially consumed.

Near the point is a small water battery with three embrasures, which was deserted, and, I think, without any armament. Here, also, a white flag was displayed.

There are no obstructions in the channel of the river, nor batteries on its banks.

Very respectfully, your obedient servant,

T. H. PATTERSON,
Lieutenant Commanding.

Commander W. SMITH,
United States Steamer Wachusett, off Yorktown, Va.

Flag-Officer Goldsborough reports sending three vessels up James river and shelling Sewall's Point, May 8, 1862.

UNITED STATES FLAG-SHIP MINNESOTA,
Hampton Roads, Va., May 9, 1862.

SIR: The Galena, Aroostook, and Port Royal (by direction of the President for me to detail the Galena and two gunboats for the purpose) went up James river early yesterday morning.

Also, by direction of the President, our vessels shelled Sewall's Point yester-

day, mainly with the view of ascertaining the practicability of landing a body of troops thereabouts. The Merrimack came out, but was even more cautious than ever. The Monitor was kept well in advance, and so that the Merrimack could have engaged her without difficulty had she been so disposed, but she declined to do it, and soon returned and anchored under Sewall's Point. The Jamestown arrived here yesterday. Her condition is such that I shall have to despatch her to Philadelphia for repairs.

The Cayuga also arrived here yesterday from the Mississippi river with despatches, and left for New York in the evening. The St. Lawrence sailed this morning for Key West.

In all there are now seven of our vessels up the York river, and three of them up the James river. Could I have exercised my own judgment, I should have withdrawn some from the York river, and thus increased the number of those sent up the James.

Our vessels up the James river were no doubt engaged for several hours during yesterday, but whether with the enemy's vessels or with one of his forts on the south side of the river we have not yet ascertained. All the enemy's gunboats that were at Norfolk, eight in number, including the Jamestown and Yorktown, are up the James river, and our three vessels must be this side of them.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer commanding N. Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegram.]

Flag-Officer Goldsborough to the President of the United States.

UNITED STATES FLAG-SHIP MINNESOTA,
Hampton Roads, Va., May 9, 1862.

SIR: Agreeably to a communication just received from the Hon. Edwin M. Stanton, I have the honor to report the instructions I gave yesterday to the officers commanding the several vessels detailed to open fire upon Sewall's Point were: that the object of the move was to ascertain the practicability of landing a body of troops thereabouts, and to reduce the works if it could be done; that the wooden vessels should attack the principal works in enfilade, and that the Monitor, to be accompanied by the Stevens, should go up as far as the wreck, and there operate in front on the Merrimack's appearance outside of the wrecks.

The Monitor had orders to fall back into fair channel way and only to engage her seriously in such a position that this ship, together with the merchant vessels intended for the purpose, could run her down, if an opportunity presented itself. The other vessels were not to hesitate to run her down, and the Baltimore, an unarmed steamer of light draught, high speed, and with a curved bow, was kept in the direction of the Monitor expressly to throw herself across the Merrimack, either forward or aft of her plated house; but the Merrimack did not engage the Monitor, nor did she place herself where she could have been assailed by our ram vessels to any advantage, or where there was any prospect whatever of getting at her.

My instructions were necessarily verbal, and in giving them I supposed that I was carrying out your wishes in substance, if not to the letter. The demonstration resulted in establishing the fact that the number of guns at the principal work on Sewall's Point has been essentially reduced, and is not greater now

than about seventeen, and that the number of men now stationed there is comparatively quite limited. The quarters connected with this work were set on fire by our shells, and no doubt seriously injured.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Com. Naval Blockading Squadron.

His Excellency the PRESIDENT *of the United States.*

Flag-Officer Goldsborough reports the destruction of the Merrimack, &c.

UNITED STATES FLAG-SHIP MINNESOTA,
Hampton Roads, Va., May 12, 1862.

SIR: In the surrender of Norfolk by its civil authorities, day before yesterday, to the forces of our army under General Wool, which landed at Willoughby's Point, nothing but the city itself was given up. Early yesterday morning I witnessed an awful explosion in the direction of Craney island, and inferred immediately that either the works on that island or the Merrimack had been blown up. A few minutes afterwards an officer from the guardship Dakota came on board and informed me that the Merrimack no longer existed, for from the Dakota they had seen her blown to pieces. Supposing from this that Craney island and all the rest of the exterior defences of Norfolk were about to be abandoned, or, if not, that they might be subdued, I immediately ordered the Monitor, Stevens, Susquehanna, Dakota, Seminole, San Jacinto, and Mount Vernon to get under way, and gave them such orders as I judged necessary in the premises. Before they could get off, however, I had despatched my aid, Lieutenant Selfridge, in a tug to proceed off Sewall's Point, and as far above it as he could get with safety, in order to ascertain the real condition of things. He landed at Sewall's Point and hoisted our flag on the works, which he found had been abandoned, but the guns were not spiked. Commander Case, captain of the fleet, went on to Craney island in another tug, and there hauled down two rebel flags and hoisted our own in their places. Our ships proceeded on to Norfolk unmolested, and there the Susquehanna, Seminole, Dakota, and San Jacinto now lie, immediately off the town, and in close proximity with it.

The Monitor and Stevens have both gone up the James river, with orders from me to reduce all the works of the enemy as they go along, spike all their guns, blow up all their magazines, and then get up to Richmond, all with the least possible delay, and shell the city to a surrender.

With the above works reduced, I can keep our vessels supplied with coal, ordnance stores, provisions, &c., without difficulty.

I intended to have discharged to-day the Arago, Illinois, and Ericsson, but the President ordered me not to do it until I should be written to upon the subject from Washington, and gave me his orders why he wished those vessels to be longer detained.

I accompanied the President and Secretaries Chase and Stanton yesterday to Norfolk, on board the Baltimore, but I did not return with the party.

In the afternoon I visited the navy yard and went all over it. It was still burning in very many places. Nearly everything is destroyed. Of the buildings the officers' quarters alone remained intact. There are a large number of iron tanks, however, apparently in perfect condition, a good deal of mast and other timber, a number of old and generally worthless guns, and considerable machinery of one kind or another. The dock gates are all destroyed, and the pier ends connected with the gates have been blown up to a partial degree, but otherwise the dock itself seems uninjured.

The President said to me verbally that he wished all the guns at the forts and dock yards to be removed to Fortress Monroe, and unless he should think proper to communicate to you otherwise, I presume I am to have this work done.

On returning from Norfolk I left our naval forces there under the command of Captain Lardner, an officer in whose discretion and good sense I have great confidence. I gave him full directions as to intercourse, &c., with the shore; but I shall have to go there again to-day or to-morrow, and for several days afterwards, on matters of importance.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,

Flag-Officer, Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Flag-Officer Goldsborough encloses reports of engagement with fort on Ward's or Drury's Bluff, eight miles from Richmond.

UNITED STATES FLAG-SHIP SUSQUEHANNA,
James River, Virginia, May 18, 1862.

SIR: I have the honor to enclose herewith the reports of an engagement which took place on the 15th instant between our vessels up this river and a fort of the enemy on Ward's or Drury's Bluff, which fort is at the obstructions that have been placed in the river, and about eight miles from Richmond.

The Stevens went to Norfolk last night to carry seven of the wounded to the hospital; thence to return to Hampton Roads. The force now up this river consists of the Wachusett, Galena, Monitor, Maratanza, Aroostook, Port Royal, and the tug Dragon.

I am, very respectfully, &c.,

L. M. GOLDSBOROUGH,

Flag-Officer, Commd'g North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES STEAMER GALENA,
Off City Point, James River, May 16, 1862.

SIR: I have the honor to report that this vessel, the Aroostook, the Monitor, and Port Royal, with the Naugatuck, moved up the river yesterday, getting aground several times, but meeting no artificial impediments until we arrived at Ward's Bluff, about eight miles from Richmond, where we encountered a heavy battery and two separate barriers, formed of piles and steamboats and sail vessels. The pilots both say that they saw the Jamestown and Yorktown among the number.

The banks of the river we found lined with rifle pits, from which sharpshooters annoyed the men at the guns. These would hinder all removal of obstructions, unless driven away by a land force.

The Galena ran within almost six hundred yards of the battery, as near the piles as it was deemed proper to go, let go her anchor, and with a spring swung across the stream, not more than twice as wide as the ship is long. Then, at 7.45 a. m., opened fire upon the battery.

The wooden vessels, as directed, anchored about thirteen hundred yards be-

low. The Monitor anchored near, and at 9 o'clock she passed just above the Galena, but found that her guns could not be elevated enough to reach the battery. She then dropped a little below us, and made her shots effective.

At five minutes after eleven o'clock the Galena had expended nearly all her ammunition, and I made signal to discontinue the action. We had but six Parrott charges, and not a single filled nine-inch shell. We had thirteen killed and eleven wounded.

The rifled one hundred-pound Parrott of the Naugatuck burst, half of the part abaft the trunnions going overboard. She is therefore disabled.

The Galena and Monitor can, with a supply of ammunition, silence the battery at Hardin's Bluff. The result of our experiment with the Galena I enclose. We demonstrated that she is not shot proof. Balls came through, and many men were killed with fragments of her own iron. One fairly penetrated just above the water-line, and exploded in the steerage. The greater part of the balls, however, at the water-line, after breaking the iron, stuck in the wood. The port side is much injured—knees, planks, and timbers started. No shot penetrated the spar deck, but in three places are large holes—one of them a yard long and about eight inches wide, made by a shot which, in glancing, completely broke through the deck, killing several men with fragments of the deck plating. The Galena should be repaired before sending her to sea. I would suggest the Washington navy yard, since so many people there have an interest in iron plating, and she so well shows the effect of various shot. No gun is disabled, but we need ammunition.

On James river an army can be landed within ten miles of Richmond, on either bank. We command City Point, and are ready to co-operate with a land force in an advance upon Petersburg. In going up James river, above this point, it will be desirable to protect the crew from sharp shooters upon the river. They annoyed us. To command important points, and prevent the reoccupation of old Fort Powhattan, at Hood's, more vessels are needed. Some should continually pass up and down the river, to prevent the erection of new batteries.

I cannot too highly commend the cool courage of the officers and crew. Lieutenant Newman, the executive officer, was conspicuous for his gallant and effective services. Mr. Washburne, acting master, behaved admirably. These are selected from among the number.

The Aroostook, Port Royal, and Naugatuck took the stations previously assigned them, and did everything that was possible. The Monitor could not have done better.

The barrier is such that vessels of the enemy, even if they had any, probably cannot pass out; ours cannot pass in.

I have the honor to be your obedient servant,

JOHN RODGERS,
Commander United States Navy.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

UNITED STATES STEAMER GALENA,
Near City Point, May 16, 1862.

SIR: I have the honor to submit to you the following report of the killed and wounded in the action at Ward's Bluff, near Richmond, May 15, 1862:

United States steamer Galena.—Killed: Thos. Ready, captain foretop; James H. Weber, third class boy; Michael Maney, landsman; Martin Milbery, landsman; John Smith, ordinary seaman; Robert Boyd, ordinary seaman; Richard A. Adams, seaman; John Quig and William H. Horton, ordinary seamen; John

Russell, landsman; Joseph Johnson, private marine; Jared D. Boorum, gun ner; David Patterson, landsman. Wounded: John O'Conner, third class boy burned and wound of ankle joint; William Stevens, seaman, not seriously George McDonnel, seaman, slightly; Thomas Finnigan, seaman, arm seriously injured; Henry Watson, ordinary seaman, slightly; William Harrison, landsman, slightly; Thomas Clark, landsman, slightly; Diedrich Vissar, seaman, slightly; Andrew McCleary, acting master's mate, not seriously; Owen Doherty, coal-heaver, mortally; Frederick W. Johnson, first class boy, not seriously.

Port Royal.—Wounded: George Morris, commander, flesh wound of right leg.

Naugatuck.—Wounded: James Wilton, musket shot, not serious; Peter Dixon, not seriously.

Respectfully, your obedient servant,

RANSFORD E. VAN GIESON,
Assistant Surgeon U. S. Steamer Galena.

Commander JOHN RODGERS.

UNITED STATES STEAMER GALENA,
Off City Point, James River, May 16, 1862.

SIR: In obedience to your order of this day, I have the honor to submit the following report of the condition of this ship's hull:

On the port side her bulwarks, between ports Nos. 5 and 6, are started in about an inch, and the timbers broken. Thirteen shot and shell have perforated her side, splintering considerably. Forward of No. 1 port the bulwarks are badly shattered. Several hanging knees are started off from side and spar deck beams; many seams are opened in the side, and the gun deck, beneath the guns, will require caulking.

In forward room of wardroom the hanging knee is started about 2½ inches, and the side injured. In forward part of steerage a shell perforated the side and started the hanging knee about two inches. In after room a diagonal knee is slightly started, and the air port stove in. In the coal bunkers the side is also injured.

On spar deck several glancing shot have made indentations in the iron plates and broken deck planks; in two instances aperatures, about 18 inches by 4 inches, have been made. The hammock-netting is shattered; the wheel is injured, one boat davit gone, and several awning and rail stanchions. The armor is started from the stem, also at the junction of the bars on the stem, and on the starboard quarter, near port No. 8.

Respectfully, your obedient servant,

L. H. NEWMAN,
Executive Officer.

Commander JOHN RODGERS,
Commanding United States naval forces in James River.

UNITED STATES IRON-CLAD STEAMER MONITOR,
James River, Virginia, May 16, 1862.

SIR: I submit the following report of the movements of this vessel during the action of yesterday:

Shortly after weighing anchor from our position near Kingsland creek, a sharp fire of musketry was commenced from both banks on all the ships.

At half past seven I discovered an extensive fortification on an elevation of about two hundred feet, with several smaller batteries, all apparently mounting guns of the heaviest calibre; at the foot of the bluff in the river an obstruction, formed of sunken steamers and vessels, secured with chains, and the shallow water piled across the river.

The Galena, having anchored at about one thousand yards from the fort, and being warmly engaged, I endeavored to pass ahead of her to take off some of the fire, but found that my guns could not be elevated sufficiently to point at the fort. I then took position on the line with the Galena, and maintained a deliberate fire until the close of the action, when, in company with the other vessels, I dropped down to the anchorage of the morning.

The fire of the enemy was remarkably well directed, but vainly, towards this vessel. She was struck three times—one solid 8-inch shot square on the turret, two solid shot on the side armor forward of the pilot house. Neither caused any damage beyond bending the plates. I am happy to report no casualties.

In conclusion, permit me to say that the action was most gallantly fought against great odds, and with the usual effect against earthworks. So long as our vessels kept up a rapid fire they rarely fired in return, but the moment our fire slackened they remanned their guns. It was impossible to reduce such works, except with the aid of a land force.

Very respectfully, your obedient servant,

WILLIAM N. JEFFERS,
Lieutenant Commanding.

Commander JOHN RODGERS,
Commanding James River Flotilla.

UNITED STATES REVENUE STEAMER E. A. STEVENS,
City Point, May 16, 1862.

SIR: I have the honor to report that in yesterday's attack upon the enemy's battery at Ward's hill, near Richmond, Virginia, I placed the vessel under my command in the position assigned me by you in the line of attack, and opened fire upon the battery, which I continued until the bursting of our gun.

While getting into position during the bombardment, and while falling back with the squadron, this vessel was under quite a heavy fire of musketry, which was constantly returned by us with shell and canister from our light broadside guns.

I have likewise to report to you that two of my crew are wounded—one by a musket shot through the arm and the other by a severe contusion. They have been sent on board the Port Royal for surgical treatment. My officers and crew behaved to my entire satisfaction.

I would respectfully request that you appoint a board of officers to examine into and report upon the cause of the bursting of our Parrott gun.

I am, sir, very respectfully, &c.,

D. C. CONSTABLE,
Lieutenant Commanding.

Commander JOHN RODGERS,
Commanding U. S. naval forces in James River, Va.

Flag-Officer Goldsborough reports James River open from mouth to Ward's or Drury's bluff.

UNITED STATES FLAG-SHIP SUSQUEHANNA,
James River, Virginia, May 18, 1862.

SIR: In consequence of a report from Commander Rodgers that there were two batteries on the south side of this river—one at Rock Wharf landing and the other at Hardin's Bluff or Mother Pine's landing—which required reducing in order to open the river and get supplies up to him, of which he was about to stand in need, I moved up to them yesterday with this ship, the Wachusett, Dakota, Maratanza, and tug Young America, but found that both had been recently abandoned and left comparatively in a useless condition. At Hardin's Bluff the guns were spiked, carriages burned, and magazines blown up, but a little below a solitary gun remained intact, and this we put out of use.

At Rock Wharf landing the guns were also spiked and carriages burned, but neither the magazines nor bomb-proofs had been destroyed. This I ordered to be done, and it was effectually accomplished.

The James river is now open from its mouth up to Ward's or Drury's Bluff, or, in other words, up to within eight miles of Richmond, where, as you will perceive by Commander Rodgers's report of his fight, it is seriously obstructed.

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I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, &c.

Hon. GIDEON WELLES,
Secretary of the Navy.

Commander Rodgers reports gallant conduct of officers and crew in action at Drury's Bluff, May 15, 1862.

UNITED STATES STEAMER GALENA,
Off City Point, May 26, 1862.

SIR: In my report of the 16th instant I omitted to mention the gallant conduct of the officers and crew during the action of the 15th, at Drury's Bluff, near Richmond. I was not conscious of the omission until I saw my report in print. It originated in the haste with which I wrote, and I now endeavor to repair my neglect.

Acting Master Benjamin W. Loring handled his division with great bravery. The port side of his after gun was three times manned afresh, all the men having been twice either disabled or killed.

Mr. J. W. Thomson, first assistant engineer, coolly repaired some of the valve gear which broke down, under fire, and under his direction a fire in the steerage, caused by an exploding shell, was extinguished before the regular firemen reached the place.

Mr. T. T. Millholland, third assistant engineer, in charge of the steam fire department, was active and efficient; as a sharpshooter he did good service. Mr. Jenks, master's mate, in charge of the small arm men, was very useful. A number of the enemy's sharpshooters were shot—six, at least, were counted.

The marines were efficient with their muskets, and they, with the coal-heavers, when ordered to fill vacancies at the guns, did it well.

Charles Kenyon, fireman, was conspicuous for persistent courage in extract-

ing a priming wire, which had become bent and fixed in the bow gun, and in returning to work the piece after his hand, severely burnt, had been roughly dressed by himself with cotton waste and oil.

To particularize the good conduct of the crew is difficult; where the men behaved so well it is impossible to mention names without sending a muster-roll. Yet, Jeremiah Regan, quartermaster and captain of No. 2 gun, attracted my particular attention. Born in Massachusetts, he has been eleven years at sea—seven of them in the navy. He is respectable in his conduct, intelligent, and educated. I beg leave therefore to recommend him for an appointment as master's mate.

Mr. Boorom, the gunner, who was killed by the fragment of a shell at the close of the action, was cool and efficient. The supply of ammunition was admirably arranged. The executive officer speaks of his assistance in warm terms. In him the service has lost a very valuable officer.

I have the honor to be your obedient servant,

JOHN RODGERS, *Commander.*

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Lieutenant Commanding Flusser's report of destruction of rebel stores, recovery of Wade's Point light-house apparatus, &c., &c., in May, 1862.

UNITED STATES STEAMER COMMODORE PERRY,
Off Elizabeth City, N. C., May 18, 1862.

SIR: Hearing from Colonel Hawkins, commanding at Roanoke island, that there was a quantity of stores belonging to the rebel army at a point on the Chowan river, I placed the Shawsheen at his disposal to convey a company of soldiers to the spot for its destruction.

The expedition arrived at its destination early in the morning of the 6th instant, and succeeded in destroying some fifty thousand dollars' worth of bacon, lard, &c. I send with this Acting Master Woodward's report of the affair.

On the afternoon of the 12th instant I received information of the whereabouts of the Wade's Point light-house apparatus. On the same night I proceeded in the Morse six miles above this place, landed with seventy-six seamen and thirty-eight soldiers from the Commodore Perry, Morse, Stars and Stripes, and Commodore Barney, marched at quick time three miles into the country; found the articles stowed in a man's barn, pressed his teams and others from his neighbors into service, and brought the whole apparatus in one trip to the Morse. No private property was touched. To prevent information of our movement reaching some rebel cavalry which was reported in the neighborhood, I arrested all the men met on the route, and forced them to accompany us. On our return they were released.

On the evening of the 13th instant, with the Lockwood and Ceres in company, I proceeded, by your order, with this vessel to Roanoke river. At five o'clock next morning we were abreast of Plymouth, where we stopped five minutes to examine some wagons; finding nothing suspicious we pushed on. Two miles above Jameston the river makes a sharp turn to the right, and here my pilot told me I could go no further. I therefore placed him on board of the Ceres, and ordered the Ceres and the Lockwood to pursue with all speed the steamer Alice, which some people on the bank informed me had passed up an hour ahead of us. I returned to Jameston and made an unsuccessful search for rebel army stores. Some two hours after separating from the two other boats, hearing the sound of a great gun up the river, I resolved to go up at all hazard,

as I feared they might have been fired into from the banks by musketry. We went along at full speed for several miles without difficulty until we met the other boats returning, the Ceres having captured the Alice about two miles below Williamston.

The prize had on board some bacon for the rebel army, (which has since, by your order, been distributed to the different vessels of the fleet,) and the church bells of Plymouth, which had been presented to or seized by the confederate government to be cast into field-pieces.

We returned to Plymouth, searched the custom-house, and found in it the lantern from the light-boat at the mouth of Roanoke river. It was carried on board of the Commodore Perry. There was no other United States property in the town, and none belonging to the rebels. The Roanoke river is much dreaded by the pilots; but so high as we went we found not much current, no stumps nor snags, and plenty of water. I have been informed by one who professes to know the river well, that the Commodore Perry can go seventy miles above Plymouth.

On the day after visiting Plymouth I proceeded, by your order, up the Cashie river in the Lockwood, with the Shawsheen, Ceres, and Whitehead in company, to Windsor. The passage up was most tedious. The river is deep, but very narrow and remarkably crooked. We had frequently to cut away the overhanging limbs to make a way for the boats. The people were astonished when we appeared off the village; they knew that we were in the river, but no one thought we would reach so high a point.

* * * * * * * * *

Yesterday afternoon I ran over to this place. To-day I had an interview with the mayor of Elizabeth, and told him what I should expect and require of the citizens. He asked me to put in writing what I said to him, and I wrote him a note, of which I sent you a copy this afternoon by Lieutenant Commanding McCook, of the Stars and Stripes.

He came on board afterward with a Union citizen of the place, a Mr. Grandby, and asked me to grant him till Wednesday evening next to answer the note, saying that the citizens thought the subjects mentioned of importance; that they had decided to call a meeting of the gentlemen of the county; that the county was thirty miles long, and several days would be required to assemble the people. Their request was granted, and so the thing stands. I promised, on their request, to attend the meeting. What they find in the note of importance to affect the interest of any one beyond the immediate residents of Elizabeth I cannot understand, unless they misapprehend my meaning when I say "I insist that the people be allowed to trade with us unmolested," and suppose me to intend the general resumption of the trade of the port, when I only mean that the farmers and others be permitted to sell to us, (the gunboats,) unmolested, poultry, eggs fish, vegetables, &c. However, we will find out at the meeting; and, if they offer me the opportunity, I shall address a few remarks to them that will cause their ears to tingle.

Very respectfully, &c., your obedient servant,

C. W. FLUSSER,
Lieutenant Commanding.

Commmander S. C. ROWAN,
Com'g U. S. naval forces, inner waters of N. Carolina, Newbern, N. C.

P. S.—I think the loyal people are two to one against the disloyal at this place, at Plymouth, and at Windsor; but they have no arms, no ammunition. If these were given them, with our aid the State would soon return to her allegiance.

UNITED STATES STEAMER SHAWSHEEN,
Off Elizabeth City, May 10, 1862.

SIR: In obedience to your orders, on the 6th instant I went to Roanoke island, took on board one company of Colonel Hawkins's 9th New York regiment, and proceeded up the Chowan river to Gates county, landed all our forces and destroyed a large quantity of bacon, corn, lard, fish, &c., belonging to the Confederate States government, by setting fire to the warehouse and consuming the whole. On our way to the steamer the rear guard was attacked by about thirty rebel cavalry; when their leader was shot, they turned and fled; when all our men embarked again, and immediately I proceeded back to Roanoke island and landed the troops, then returned back to Elizabeth City again on the 8th instant.

I have the honor to be, very respectfully, your obedient servant,

CHAS. J. WOODWARD,
Acting Master, Commanding.

Lieutenant C. W. FLUSSER,
Com'g Naval Division, Albemarle Sound, N. C.

Flag-Officer Goldsborough, enclosing Lieutenant Commanding Murray's report of expedition up Pamunky river, May 17, 1862.

UNITED STATES FLAG-SHIP MINNESOTA,
Hampton Roads, Va., May 24, 1862.

SIR: * * * * * *

Herewith I transmit a second copy, and with it I submit the following brief extract from a despatch, dated May 7, from Commander Smith, which was the first notice I received of the matter. It was written at West Point:

"About 1 p. m. to-day some of the enemy opened fire from some field pieces placed on a hill on the left flank of the camp. Our vessels immediately commenced shelling them, and, in a few minutes, they retired, no damage having been done to our people."

I also transmit herewith, in obedience to your instructions of yesterday, a copy of a report from Lieutenant Commanding Murray, received yesterday afternoon, concerning the late expedition up the Pamunkey river.

I am, very respectfully, your obedient servant,

L. M. GOLDSBOROUGH,
Flag-Officer, Com'g N. A. Block'g Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER SEBAGO,
White House, Virginia, May 18, 1862.

FLAG-OFFICER: Yesterday morning I took the Currituck, Acting Master Shankland, and accompanied by a small transport steamer, the Seth Low, having on board two companies of infantry and a company of sharpshooters, under the command of Major Willard, two Parrott guns from Ayres's battery, prepared to be used from the bow or the stern of the vessel, and a detachment under Captain Ayres.

With this force we pushed through the obstructions at the burnt bridge and ascended the Pamunkey river in pursuit of the enemy's transports. We en-

countered many difficulties, such as sunken vessels, trees felled across the river, &c., but no batteries. As we neared a place called Bassett's Landing, about twenty-five miles above the White House, we saw the evidence of a conflagration in advance, and heard from the negroes along the banks that the enemy, getting wind of our approach, had returned on board the vessels such stores as he had landed and was unable to take away, and fired his fleet.

About a mile from the burning vessels we met with an impenetrable obstruction. A schooner laden with stone was sunk across the stream, and the river had become so narrow that either end of her was wedged by the trees.

Major Willard landed here with his force of infantry and sharpshooters, and marched up the left (east) bank, that the number and class of vessels burned might be known. This must have been a severe blow to the enemy, who had commenced landing his stores. Evidences of a hurried departure were manifest. Shovels, picks, and other implements with which they had been levelling the bank were strewn about. The number of vessels burned was (as near as their burning hulks could be counted) seventeen, viz: One large side-wheel steamboat, (the Logan,) one propeller, and fifteen schooners.

We were compelled to return stern foremost for several miles before we had room in the river to turn. Lieutenant Commanding Somerville Nicholson accompanied us on this expedition, the results of which I hope will be satisfactory to you. The enemy appeared on several occasions, but at a considerable distance, which without loss of time they increased. We returned at nightfall, without accident.

Acting Master Shankland handled his vessel with admirable skill, and her rescue from many positions of embarrassment is due to his seamanship. To Lieutenant Commanding S. Nicholson, who volunteered his services on this occasion, and was so eminently useful in sounding through the obstructions in advance of the vessel, special thanks are due.

The steamer Seth Low, with the commands of Major Willard and Captain Ayres on board, was more than useful; she was a necessity.

I am, very respectfully, your obedient servant,

A. MURRAY,
Lieutenant Commanding Forces in York and Pamunky Rivers.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron.

Flag-Officer Goldsborough, enclosing reports of services rendered the army at West Point, Virginia, on the 7th May.

MAY 31, 1862.

I beg to forward these reports with regard to the very essential service afforded by our gunboats in York river, in assisting our army when attacked at West Point. They have but just come to hand.

Very respectfully,

L. M. GOLDSBOROUGH,
Flag-Officer.

HON. SECRETARY OF THE NAVY,
Washington City, D. C.

UNITED STATES STEAMER WACHUSETT,
West Point, York River, May 12, 1862.

SIR: In my communication of the 1st instant I informed you that an attack had been made on that day on the left flank of our army, and that our vessels shelled the enemy's artillery, which were posted on a hill to the left, forcing

them to retire very precipitately. This was all that we could see from the ship. I have since learned from some of the army officers engaged in the affair that the shelling from our ships was very destructive to the enemy, causing them to retreat so rapidly that they left many of their killed and wounded on the field. Indeed, many of them gave the credit of the victory or repulse to the ships; for without them, they say, our forces could not have withstood the attack, but would have been compelled to fall back on the camp.

* * * * * * * *

Very respectfully, your obedient servant,

W. SMITH,
Commanding United States Steamer Wachusett.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding North Atlantic Blockading Squadron, Hampton Roads, Virginia.

UNITED STATES STEAMER WACHUSETT,
City Point, James River, May 29, 1862.

SIR: I forward, herewith, a copy of a report handed to me to-day by Lieutenant Commanding T. H. Stevens, of the United States steamer Maratanza. At the time the attack referred to in the report was made by the rebel forces on General Franklin's division this ship was anchored off the lower part of the landing. The Chocura was above, near the mouth of the Pamunky; the Sebago was getting under way from the upper part of the anchorage, to accompany the Corwin up the Mattapony; and the Maratanza and Marblehead were a short distance below, on their way from Queen's creek; the latter aground, and the former assisting in getting her off. I made signals to the Currituck to go to the assistance of the Marblehead, and to the Sebago and Maratanza to take a position near this ship. The enemy were seen with field pieces on a hill side, firing at our troops, who were hid from our sight by intervening woods. A few discharges of shell from the Wachusett, Maratanza, and Sebago, silenced the enemy, and drove them hastily from their position, saving our army, as I have understood through army officers, from total defeat.

It seems that the gunboats rendered a much more important service to the army than we on board were, at the time, aware of; and I only reported that an attack had been made on General Franklin's forces by the rebels, who were shelled by the gunboats and dispersed, as that was all that could be seen from this ship.

Had I known at the time the valuable services rendered by the gunboats I would have reported it, as a knowledge of it might have been of some advantage to us.

I have the honor to be, very respectfully, your obedient servant,

W. SMITH,
Commanding United States Steamer Wachusett.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding N. A. B. Squadron, Hampton Roads.

UNITED STATES STEAMER MARATANZA,
Off West Point, Va., May 7, 1862.

SIR: About 11.15 this morning, hearing the sound of heavy firing in the rear of this place, I proceeded on board the Wachusett, for the purpose of finding means to join my command, which I had passed on my way to report to

you, and to receive your instructions. About half-past eleven, General Franklin telegraphed for the assistance of the gunboats, stating that he was attacked by a large force of the enemy, and wanted immediate support. At this time the Maratanza was anchored about two and a half miles below, engaged in towing off the Marblehead.

Receiving your orders to go aboard the Maratanza, and bring that vessel into action, I proceeded at once in your gig for this purpose. Immediately upon getting on board, I weighed anchor, cleared for action, and when abreast of and as close to the position of the enemy as we could get, I opened fire with the 100-pounder Parrott; about which time the Sebago also opened. The fire was kept up for about three quarters of an hour, (this vessel remaining under way,) with terrible and telling effect upon the enemy, whose fire soon began to slacken, and they commenced retreating. At 2.22 p. m., ceased firing, and anchored.

It is the generally received opinion—so I gather from the officers and men composing General Franklin's command—that the accurate and destructive fire of the gunboats was greatly instrumental in saving the army from serious reverse and disaster. I found the use of the army signals, on this occasion, invaluable.

Very respectfully, your obedient servant,

T. H. STEVENS,
Lieutenant Commanding.

Commander WILLIAM SMITH,
Commanding U. S. Steamer Wachusett, Senior Officer present.

Lieutenant Commanding McCrea's report of the engagement of the Jacob Bell at Watkins's bluff, June 20, 1862.

UNITED STATES STEAMER JACOB BELL,
James River, June 21, 1862.

SIR: I respectfully submit the following:

Yesterday, in obedience to your orders, I proceeded with the despatches up the river to the Monitor. On passing the Reed bluff, known as Watkins's bluff, I was opened upon by two field-batteries, three guns each, of 12-pounders and 6-pounders, and about five hundred sharpshooters.

The channel being very narrow, and, being obliged to go within a few feet of the bluff, I suffered severely. The hail of bullets from the sharpshooters prevented me for a time from responding, as, having no covering for my men at the battery, I would not expose them to the heavy fire. A shot, however, came and carried away my rudder-chain, and my vessel got ashore in front of the batteries. I was determined to go by, so manned my guns, steamed on, and forced her over. The field-batteries were so masked that I could not see them till opened upon, though the upper battery raked me as I headed towards it, which, from the nature of the river, I had to do; but we stood on, under their fire, for five minutes, which I considered better, as I had no idea of retreating until my duties were performed, and as long as my vessel lasted. As soon as I got up to the upper battery the lower battery raked me aft, doing more damage to my upper works than the other. I think I should not have been damaged so much had it not been for my getting ashore in front of them, giving them but a few feet between me and their guns. The officers and men behaved with their accustomed coolness and efficiency, and promptly responded to the order "man the battery," though under a heavy fire of musketry. A shot has penetrated the flange of the port wheel, cracking it in several places. It will not do for me to be in any seaway, as I will lose my wheel. The star-

board side of my pilot-house was carried away, together with two iron plates; in fact, my upper works are completely riddled. One shot struck the valve-stem, bending it, which sloughed us down, fortunately not stopping the engine.

As you ordered me to return after delivering the despatches, I passed down again after night, but was not fired at. Ten shots in all struck the vessel, to say nothing of the quantity of rifle bullets in the wood-work.

Very respectfully, your obedient servant,

E. P. McCREA,
Lieutenant Commanding.

Commander JOHN P. GILLIS,
Commanding Naval Forces, James River, Va.

P. S.—I am thankful to say not one on board was injured. The battery was a *flying battery of artillery*, and, as I afterwards learned, was limbered up and moved off, which accounts for my not being fired upon coming down.

E. P. McC.

Lieutenant Commanding Flusser's report of expedition to Hamilton, N. C., July 9, 1862.

UNITED STATES STEAMER COMMODORE PERRY,
Plymouth, North Carolina, July 11, 1862.

SIR: At 2 a. m. on the 9th instant I left this place for Hamilton, having on board Captain W. W. Hammell, company F, 9th New York volunteers, with twenty of his men, with the steamers Shawsheen and Ceres in company, the latter having on board Second Lieutenant Joseph A. Green, of Captain Hammell's company, and ten of his men, the former with ten of the same company, under command of Sergeant Green.

About 1 o'clock we were fired on from the south bank of the river by musketry. Returned the fire with great guns and small arms, and pressed on for Hamilton, where I hoped to meet the enemy in force. We were under fire for two hours, running very slowly and keeping a bright lookout for a battery. Two or three miles below Hamilton we found a deserted battery.

At Hamilton we landed with about one hundred men, soldiers and sailors, and one field-piece; but the rebels, who fired on us from high banks, where they were comparatively safe, were afraid to meet us.

The steamer Wilson, belonging to the rebels, ran into our hands at Hamilton and was taken possession of.

The officers and men, both soldiers and sailors, behaved with great spirit. Our loss was one killed and ten wounded; one of the wounded has since died. As the banks were high and the enemy cautious of exposing their persons, I cannot hope that they received much injury.

On our return we shelled the banks, but without reply. The Wilson I shall send to Newbern, as soon as her wheel can be repiared. I send you the reports of Acting Masters McDiarmid and Woodward, who commanded, respectively, the Ceres and Shawsheen.

I have the honor to be, sir, very respectfully, your obedient servant,

C. W. FLUSSER,
Lieutenant Commanding.

Commander S. C. ROWAN,
Commanding United States Naval Forces, Inner Waters, N. C.

List of killed and wounded on board United States steamer Commodore Perry, in the action near Hamilton, N. C., July 9, 1862.

Killed, none. Wounded: Stephen Jones, contraband.

NOTE.—July 10, 1862. Jones has since died.

Very respectfully, &c.,

C. W. FLUSSER,
Lieutenant Commanding.

Commander S. C. ROWAN,
Commanding United States Naval Forces in Albemarle Sound.

UNITED STATES STEAMER CERES, *July* 10, 1862.

SIR: In obedience to orders received from you on the evening of the 8th instant, I took on board Second Lieutenant Joseph Green and ten men belonging to company F, 9th New York volunteers. At 2 a. m. 9th instant got under way, and proceeded up Roanoke river towards Hamilton. When within a few miles of Hamilton was fired on by the enemy from the left bank with small arms. Returned fire with great guns and small arms. This firing was kept up on both sides until within half a mile of Hamilton. Lieutenant Green was wounded in the leg by the first volley, but sat on deck and loaded the muskets for his men. I beg to call your attention to the good conduct and soul-bravery of Alexander Hood, quartermaster, and John Kelly, second-class fireman. I send you herewith a report of killed and wounded.

Very respectfully, your obedient servant,

JOHN McDIARMID,
Acting Master, Commanding United States Steamer Ceres.

Lieutenant Commanding C. W. FLUSSER,
Commanding United States Naval Forces in Albemarle Sound, North Carolina.

List of killed and wounded on board the Ceres in the affair of the 9th instant, near Hamilton.

Killed.—John H. Bridges, seaman.

Wounded.—Second Lieutenant Joseph Green, 9th New York volunteers; Thomas Rodgers, boatswain's mate; Manuel Silva, seaman, dangerously; John J. Dennison, seaman, severely; George N. Waterman, ordinary seaman, slightly; Timothy Dacey, ordinary seaman, slightly; Edwin B. Perry, landsman, slightly; Nicholas Wayson, coal-heaver, slightly.

UNITED STATES STEAMER SHAWSHEEN,
Off Plymouth, North Carolina, July 11, 1862.

SIR: I have the honor to submit to you the following report of the part taken by this vessel in the expedition up Roanoke river to Hamilton, on the 9th instant. I left Plymouth at 2 a. m. in company with United States steamers Commodore Perry and Ceres, and proceeded up the river. At 12 m. came to a barricade, which was passed through without any trouble. At 1 p. m. we were

attacked by several bodies of riflemen, about two miles below Hamilton, on some high bluffs of land. Their fire was returned briskly, using our great guns whenever we could get sufficient elevation. We pushed on, shelling the banks of the river as we went, until we reached Hamilton. Thomas Smith, captain of gun, was severely wounded, shot through the neck; two others slightly wounded. I landed ten of the 9th New York Zouaves and twelve seamen; visited the town of Hamilton; found it nearly deserted by the inhabitants; returned on board at 5.30 p. m., and at 6 p. m. left for Plymouth, shelling the woods as we came for about four miles; arrived at Plymouth without having her fired on coming down the river. All on board acted in a most creditable manner while under the fire of the enemy.

Very respectfully, your obedient servant,

THOMAS J. WOODWARD,
Acting Master, Commanding.

Lieutenant C. W. FLUSSER,
Commanding Naval Forces, Albemarle Sound, N. C.

UNITED STATES STEAMER SHAWSHEEN,
Off Plymouth, July 11, 1862.

SIR: I have the honor to report to you that in the engagement on the 9th instant, Thomas Smith, seaman, captain of gun, was seriously wounded, being shot through the neck; Jarvis Wilson, pilot, and Ross Jordon, colored boy, were slightly wounded by spent balls.

Expended seventy-four rounds of ammunition for great guns, and ten rounds small-arm ammunition.

Very respectfully, your obedient servant,

THOMAS J. WOODWARD,
Acting Master, Commanding.

Lieutenant C. W. FLUSSER,
Commanding Naval Forces, Albemarle Sound, N. C.

Report of operations of gunboat Louisiana during attack on Washington, North Carolina, September 6, 1862.

UNITED STATES FLAG-SHIP MINNESOTA,
Norfolk, Virginia, September 17, 1862.

SIR: I have the honor to enclose herewith a copy of a report, dated September 8, from Acting Lieutenant R. T. Renshaw, commanding United States gunboat Louisiana, relative to the operations of that vessel during an attack on the town of Washington, North Carolina, on the morning of September 6. In enclosing this report to me, Commander Davenport remarks:

"From all that I can learn, we would have met with serious disaster but for the effective services of the Louisiana. In this connexion, I beg leave to commend to your favorable consideration the good conduct of Acting Master Hooker, who has, on a previous occasion, been wounded in the faithful performance of his duty."

I am, very respectfully, your obedient servant,

S. P. LEE, *Acting Rear Admiral,*
Commanding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

GUNBOAT LOUISIANA,
Washington, N. C., September 8, 1862.

SIR: I have respectfully to inform you that on Saturday, at 4.30 a. m., the 6th instant, the enemy attacked this town, and gained an entrance. Went to quarters immediately; at 5.30 a. m., received volleys of musketry across our decks, when we opened fire with shell, grape, and solid shot, doing great execution, killing a number of rebels, and finally driving them back. At 6.30 a. m. the Louisiana continued shelling, throwing over the town and among the retreating enemy, killing and wounding many. At 8 a. m., having driven them from the reach of our guns, ceased firing and piped down.

During the action, the army gunboat Picket blew up, killing her captain and eighteen men; the remainder of the crew were brought on board this vessel, and attended by Assistant Surgeon Bradley. It gives me pleasure to testify to the handsome manner in which our guns were managed by Acting Master Hooker, of this vessel. The crew have received my thanks.

Ammunition expended.

Sixty-one 8-pound charges; eighteen 5-second 8-inch shells; twelve 5-second 32-pound shells.

Thirteen 4½-pound charges; three 10-second 8-inch shells; thirteen 10-second 32-pound shells.

Two 1-pound charges; two 15-second 8-inch shells; five 15-second 32-pound shells.

2 rifled howitzer shells; 4 (8-inch) stands of grape; 10 (32-pound) stands of grape; 7 (32-pound) solid shot.

I am, sir, very respectfully, your obedient servant,

R. T. RENSHAW,
Acting Lieutenant Commanding.

Commander H. K. DAVENPORT,
Senior Officer, Sounds of North Carolina.

Acting Rear Admiral Lee's report of the joint expedition against Franklin Virginia, October 3, 1862.

UNITED STATES FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, October 26, 1862.

SIR: I have the honor to transmit herewith copies of the official reports, (which have just reached me,) in relation to the joint expedition against Franklin, Virginia, on the 3d instant.

The department will perceive that Lieutenant Commander Flusser (senior officer present) displayed his usual gallantry, and that the officers and crew of the three gunboats did their parts well, under very trying and difficult circumstances. Our loss was four killed and fifteen wounded. Lieutenant Commander Flusser commends the good conduct of Acting Lieutenant Edmund R. Colhoun, commanding the Hunchback, and of Acting Master Charles A. French, commanding the Whitehead. I recommend these officers to the favorable notice of the department. Lieutenant William B. Cushing has been put in command of the gunboat Ellis, and is increasing his reputation by active operations.

I have instructed Commander Davenport to have Acting Third Assistant

Engineer Richards, whose conduct is very favorably reported upon by Lieutenant Commander Flusser, to be examined with a view to his promotion. * *

I have the honor to be, sir, very respectfully, yours, &c.,

S. P. LEE,
Acting Rear Admiral, Com'ding North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER COMMODORE PERRY,
Plymouth, North Carolina, October 6, 1862.

SIR: In obedience to your order, and in compliance with the wishes of Major General Dix, I started for Franklin to co-operate with the army, on the 1st instant, from this place. We shelled the town on the morning of the 3d from a position about three-quarters of a mile below, and fought the enemy on the banks from about 7 a. m. till 10.15 a. m. Hearing nothing of the army there, the river being barricaded ahead of us, and it being a very unequal fight, I thought it best to return. The troops were nearly all on the south or right bank of the river, so the army, to protect me from their sharpshooters, would first have to cross the stream.

General Pettigrew commands at Franklin. Our loss was quite heavy. I do not think I can be of the least service to the army, and I think the enemy by this time suspect that they are to be attacked.

I shall send, through Commander Davenport, a full report of the affair.

The enemy attempted to blockade the river in our rear, and would have succeeded had we remained above a few hours longer. Without an order from you I shall not attempt it again, as suggested in General Dix's latter note.

It is folly to fight these people on the banks, where they have every advantage, and can drive the men from the great guns. The last fire received from the enemy on our return (and they made use of every favorable point to give it to us) was about 2.30 p. m.

I have the honor to be, very respectfully, your obedient servant,

C. W. FLUSSER,
Lieutenant Commander.

Acting Rear Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron,
United States Ship Minnesota, Newport News, Virginia.

P. S.—I neglected to mention that the other boats were the Hunchback and the Whitehead.

LATER.—I have just heard that the enemy expect an attack on Franklin, and have gone off to Petersburg. I cannot answer for the truth of this report. I only know there were troops at Franklin on the 3d.

UNITED STATES STEAMER HETZEL,
Off Newbern, N. C., October 15, 1862.

SIR: I enclose herewith the reports of Lieutenant Commander Flusser, Acting Lieutenant Colhoun, and Acting Master Commanding French, concerning the action on Blackwater river, near Franklin, on the 3d instant.

While I cannot praise too highly the gallantry and heroism displayed by officers and men on the occasion, I think it extremely hazardous for our gun-

boats, unprotected as the men are by bulwarks or any other defence, to go on expeditions up these narrow and tortuous rivers.

I have the honor to be, very respectfully, your obedient servant,

H. K. DAVENPORT,

Commander and Senior Naval Officer in Sounds of North Carolina.

Acting Rear Admiral S. P. LEE,

Com'g North Atlantic Blockading Squadron, Newport News, Va.

UNITED STATES STEAMER COMMODORE PERRY,

Plymouth, North Carolina, October 6, 1862.

SIR: On the evening of the 26th ultimo I received a despatch from Major General Dix, asking me to co-operate with him in an attack on Franklin. The officer who brought the despatch was authorized to arrange the time of attack, and it was agreed between us that it should be at 6 a. m. on the 3d October.

With the communication from General Dix, came another from the acting rear admiral commanding the North Atlantic blockading squadron, directing me to act in concert with the land forces.

On the night of the 2d instant I lay with the Hunchback and Whitehead in company, about three miles from Franklin. At 5.45 on the 3d, we got under way after giving the men an early breakfast, and started up the river, shelling the banks as we went. At 7 o'clock, when about three-quarters of a mile from Franklin, and while running a line to swing us around the bend, the enemy opened a fire on us from a place of concealment on the bluff overhead. As we were too near to use the great guns on them, I ordered the men to shelter themselves as they best could, and tried to steam past; but the river here is very narrow, and we ran into the bank.

While in this position, one of the rebels, more gallant than his fellows, rushed down the bank, cheering on his men, with the seeming intention of boarding us, but they did not follow him, and he was shot by one of my men.

In a few minutes we got off and steamed up until our guns would bear, when we threw into the rebels a heavy fire of 9-inch grape and shell, with canister and shrapnel from our field-piece. This fire covered the Hunchback as she rounded the bend, and she, in turn, covered the Whitehead.

After getting around the bend, we found the river barricaded in front of us. This barricade could have been removed, but not under the terrible fire to which we were exposed.

In this position we remained until 10.15 a. m., hoping to hear the guns of the land force, but no such welcome sound came to our ears. During this time we kept up a fire of great guns and musketry. With the forward 9-inch gun I threw shells in the direction of Franklin; with the forward 32-pounder poured grape and canister into the woods on our left; and with the after 32-pounder and field-gun, gave them the same on the right, and shelled the bluff from which they fired on us so heavily, with the after 9-inch gun.

At 10.15 we started down, getting a terrible fire from the bluff. The enemy continued to fire at us from every available point until 2.30 p. m. They also attempted to block the river in our rear, by felling trees, through which obstructions we pushed with a heavy head of steam.

On our return, I sent the Hunchback to Plymouth, to bury the dead and proceed to Roanoke island, with the wounded, (one dying on the way,) where Colonel Howard very kindly gave me the steamer Emily to carry them to Norfolk hospital.

We in the boat had two killed (Master's Mate John Lynch and Quartermaster Justin Baker) and ten men wounded; two of them, I fear, mortally.

I sent Dr. Gale on in charge of the wounded and did not get his report of casualties before he left. It shall be sent immediately on his return.

I enclose reports of Acting Lieutenant Colhoun and Acting Master Commanding French, with return of casualties on board their vessels. I was well supported. Colhoun and French both did their duty.

On board my own vessel the officers and men generally behaved well. I desire to mention as worthy of praise for great gallantry, Lieutenant Wm. B. Cushing, who ran the field-piece out amid a storm of bullets, took a sure and deliberate aim at the rebels, and sent a charge of canister among them, that completely silenced their fire at that point. Mr. Lynch assisted Mr. Cushing, and here met his death like a brave fellow, as he was.

Mr. Richards, third assistant engineer, who had charge of the powder division, also assisted with the howitzer, and showed great courage. Mr. Anderson, the paymaster, was of great assistance in bringing in the wounded from under the fire, and conveying them to the doctors.

Among the men, Daniel Lakin, (seaman,) John Williams, (seaman,) John Breese, (boatswain's mate,) Alfred Peterson, (seaman,) and James H. Burbank, (corporal in the 4th Rhode Island volunteers,) distinguished themselves by their gallant conduct. I recommend the first for an appointment as master's mate; the second I shall make boatswain's mate; Peterson, I shall make quartermaster, and hope the corporal may be made a sergeant.

I have the honor to be, sir, very respectfully, your obedient servant,

C. W. FLUSSER,
Lieutenant Commander.

Commander H. K. DAVENPORT,
Senior Naval Officer in the Inner Waters of North Carolina.

P. S.—I omitted in the names of those who did well, Justin Baker, quartermaster, killed, and John W. Johnson, landsman, wounded badly.

UNITED STATES STEAMER COMMODORE PERRY,
October 3, 1862.

SIR: I have the honor to inform you that the following is a correct report of the killed and wounded on board the United States steamer Commodore Perry, while engaged with the enemy on the Blackwater river, near Franklin, Virginia, on the 3d day of October, 1862.

Killed.—John Lynch, master's mate, rifle ball through the heart; Justin Baker, quartermaster, rifle ball through the head.

Wounded.—John W. Johnson, landsman, arm shattered by rifle ball; Geo. Nicholas, able seaman, rifle ball through the head; James Brown, captain's steward, rifle ball through the hand; John Dowling, able seaman, rifle-ball wound through the posterior; Wm. Cornell, able seaman, rifle ball in the neck; James McManis, fireman, bayonet wound in the leg; Isaac Fisher, private 9th New Jersey regiment, rifle ball through the body; Peter Gilghassen, private 9th New Jersey regiment, rifle ball through the thigh; John E. French, private 9th New Jersey regiment, rifle ball, slight wound in the forehead; Wm. Bucklin, private 4th Rhode Island regiment, rifle ball, slight, in the neck.

Very respectfully, your obedient servant,

GEORGE W. GALE,
Acting Assistant Surgeon, U. S. Navy.

C. W. FLUSSER,
Lieutenant Commander.

UNITED STATES STEAMER COMMODORE PERRY,
October 16, 1862.

SIR: We expended, as near as I can determine, in the fight of the 3d:

9-inch shells	102
6-inch shells	54
Stand of grape for 9-inch gun	16
Stand of grape for 6-inch gun	27
Stand of canister for 6-inch gun	26
Rounds of ammunition for the howitzer	94
Total amount of ammunition expended	319

Respectfully submitted.

WM. B. CUSHING, *Lieutenant.*

Lieut. Commander C. W. FLUSSER,
Commanding U. S. Steamer Commodore Perry.

UNITED STATES STEAMER HUNCHBACK,
Off Plymouth, N. C., October 6, 1862.

SIR: The following is an account of the part taken by this vessel in the fight on the Blackwater on Friday, the 3d instant:

I got under way at 5.30 a. m. from our anchorage, about four miles below Franklin, following your vessel closely—the Whitehead being astern of us. When the enemy opened a heavy fire of musketry on you, I pushed ahead to your support. The river being very narrow at that point, and the turn "short around," I found great difficulty in turning the bend, being detained there nearly half an hour under a heavy fire of musketry and one shot from artillery, which latter killed two men—a grape-shot passing through both, killing them almost instantly. From that time until 10.30 a. m., when we had fought our way to a point within three-quarters of a mile of Franklin, the fighting was the same—here and there high banks with dense foliage, a narrow and very crooked stream, with frequent heavy firing of musketry.

On our passage down we met with even a warmer reception, the enemy seeming determined to capture us—having, as you are aware, cut down large trees to close up the river. We were not idle all that time; but whenever I could fire my 9-inch guns without exposing the men, I let them have shell, shrapnel, and grape; and when the firing of the enemy was so hot that I could not expose the men, I worked my two howitzers in the gangway, giving directions through the speaking tube in the pilot-house how to fire. I cannot speak too highly in praise of the officers and men under my command. They did their duty nobly. I have to regret the loss of one of my best men, James Ritchie, boatswain's mate, who was killed when about to sight his gun. I would bring to your notice the heroic conduct of Thomas C. Barton, seamen, who, when a shell, with cartridge attached, fell out of the howitzer upon the deck—the charge, which must have been wet, being ignited—got a bucket of water and threw it upon it, thereby preventing its explosion.

Our loss, as will be seen by the report of Acting Assistant Surgeon George R. Mann, was: killed—James Ritchie, boatswain's mate, and Frank Davis, contraband; wounded—Samuel B. Sharp, seamen, left arm.

We fired from the 9-inch guns 22 shells, 10 shrapnel, and one stand of grape;

from the 100-pounder rifle, 9 percussion shells; and from the howitzers, 9 stand of grape, 27 shrapnel, 28 shell, and 26 canister—making a total of 132.

Very respectfully, your obedient servant,

EDMUND R. COLHOUN,
Acting Lieut. Comd'g U. S. Steamer Hunchback.

Lieut. Commmander C. W. FLUSSER,
U. S. N., Comd'g Naval Forces, Albermarle Sound, N. C.

UNITED STATES STEAMER HUNCHBACK,
Off Plymouth, N. C., October 6, 1862.

SIR: I have the honor to report to you the following list of casualties occurring on board of your vessel during the engagement of October 3, 1862:

James Ritchie, boatswain's mate, killed.

Frank Davis, contraband, killed.

S. B. Sharp, seaman, wounded in left arm.

Very respectfully, your obedient servant,

GEO. R. MANN,
Acting Assistant Surgeon, United States Navy.

EDMUND R. COLHOUN,
Acting Lieutenant Commanding United States Steamer Hunchback.

UNITED STATES STEAMER WHITEHEAD,
Off Winfield, N. C., October 4, 1862.

SIR: I have the honor to submit the following report:

In obedience to your order, I left my anchorage at this place on the evening of the 1st instant, to take part in the expedition up this river, together with yourself and steamer Hunchback. When about one mile below Franklin, on the morning of the 3d, at seven o'clock, I engaged the enemy in force, who were posted on a high embankment with musketry, and on my approach, finding the elevation so great and his fire so hot, and my men so exposed, I was forced to order them under cover for a short time till I got past; during which time I had four wounded, three of them severely; a special report of which you will find enclosed.

At 10.30 a. m., as per your order, I proceeded on my way down river, receiving a severe fire from the enemy at different embankments for some miles below; but during the passage down I maintained my fire very regularly, keeping the enemy in check. I am only surprised that the casualties were not greater, considering our exposed situation and the upper works being so cut up with musketry.

My officers and men were generally prompt, and merit my thanks. I would particularly mention Edwin Smith, ordinary seaman, for gallantry, who swam ashore under the fire of the enemy with a line, while lying aground on the opposite bank, which rendered me important service, as the risk of lowering a boat would have been extremely great.

I expended, during the action, forty-nine rounds, exclusive of musketry.

Very respectfully, your obedient servant,

CHAS. A. FRENCH,
Acting Master Commanding Steamer Whitehead.

Lieutenant Commander CHAS. W. FLUSSER,
Commanding Naval Forces, Albemarle Sound, N. C.

UNITED STATES STEAMER WHITEHEAD,
Off Winfield, N. C., October 4, 1862.

SIR: I have the honor to report the following named men who were wounded in the late engagement near Franklin, on the Chowan river, viz:

John Weller, quartermaster, in both legs, severely.
Joseph Roderick, quartermaster, internally, severely.
Chas. Doherity, ordinary seaman, head, severely.
Alex'r Wilson, seaman, finger, slightly.

Very respectfully, your obedient servant,

CHAS. A. FRENCH,
Acting Master, Commanding Steamer Whitehead.

Lieutenant Commander CHAS. W. FLUSSER,
Commanding Naval Forces, Albemarle Sound, N. C.

Acting Rear Admiral Lee encloses Commander Davenport's report of naval co-operation with army expedition from Newbern to Hamilton, N. C.

UNITED STATES FLAG-STEAMER MIAMI,
Washington, N. C., November 14, 1862.

SIR: I transmit, enclosed, Commander Davenport's report of the naval co-operation with the late army expedition from Newbern to Hamilton and that vicinity. * * * * * *

On the 31st of October Commander Davenport, with the Valley City, Hunchback, Perry, Hetzel, and the Vidette, (an army gunboat,) threw shot and shell for half an hour into the woods two miles back of Plymouth, where 3,000 rebels were posted, killing two of them.

On the 2d instant, at 7 p. m., Commander Davenport, with the Valley City leading, and the Perry, Hetzel, and Hunchback following, left Plymouth, and, at 6 a. m. on the 3d, anchored off Williamston, on the Roanoke, where he soon had an interview with General Foster, and arranged for an advance on Hamilton; and at 1 p. m. on the 4th, the Valley City having led, followed by the Perry, Hetzel, Hunchback, and Seymour, arrived at Rainbow Bluff batteries, which were found in possession of our troops, who had advanced without making the preconcerted signal to the gunboats. The enemy had previously left these batteries and taken off the guns. Our gunboats then went to Hamilton, where they found no rebel gunboats in process of construction. That evening the army, accompanied by four pieces of naval artillery with their crews, left for Tarboro', and the Valley City and Perry were sent up the river a few miles, as far as they could go, to divert the attention of the enemy.

On the 5th the Seymour destroyed, as far as possible, the earthworks at Rainbow bluffs, in doing which Acting Master's Mate Whall was accidentally killed.

At 2 a. m. on the 6th the army returned to Hamilton, having failed to reach Tarboro', (owing, it is said, to the enemy having been re-enforced from Richmond,) and on the 9th instant, the joint expedition left Hamilton from Plymouth, the troops returning thence to Newbern; also Commander Davenport, with the Hetzel, the Hunchback, (in want of repairs,) and the Seymour, (conveying troops.)

Commander Davenport is satisfied that the rebels have no iron-clads on the Roanoke, and that they cannot build on that river above Williamston, owing to low water, steep banks, and the want of necessary facilities. Lieutenant Commander Flusser, however, believes that they are building at or about Halifax.

Commander Davenport is strongly opposed to engaging the gunboats on such expeditions, on account of their unfitness for service in these narrow and crooked rivers, from whose high banks sharpshooters, protected in rifle pits, can control and sweep our open decks. It is obvious that, where the situation does not allow the gunboats to take care of themselves, they cannot assist the army, whilst they are themselves exposed to the worst consequences.

* * * * * * *

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear Admiral, North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

UNITED STATES STEAMER HETZEL,

Off Plymouth, N. C., November 10, 1862.

SIR: I have the honor to submit the following report of my movements since the 28th October ultimo, the date of my last communication to you, having reference to the state of affairs at this place and on the Roanoke river.

I arrived at this place early on the morning of the 30th ultimo, and found here the United States steamers Commodore Perry, Hunchback, Valley City, and the army gunboat Vidette, at anchor off the town; the Shawsheen was on picket duty some six miles up the river. On consultation with Lieutenant Commander Flusser and Captain Hammill, the officer commanding the post, I ascertained that the enemy, said to number 3,000, were posted in the woods about two miles in rear of the town. It was agreed upon between us that on the next day we would make the attempt to shell them from their position. Accordingly, on the 31st ultimo, at 12 m., the Valley City, Hunchback, Perry, Hetzel, and army boat Vidette, opened fire, and for half an hour threw shot and shell over the town and into the woods beyond, driving the rebels from their position and killing two of their number.

Late ont he afternoon of the 1st instant, the United States steamer Seymour arrived, with the intelligence that General Foster had left Newbern with a strong force, and was then on his march to Washington, North Carolina. At 12.30 p. m. on the 2d instant, while on my way to Washington to confer with General Foster, I intercepted the steam-tug Alert with despatches from the general requesting me to meet him, with the gunboats, at Williamston on the following day. I immediately returned to Plymouth, and at 7 p. m. got under way for Williamston, the Valley City leading and followed by the Perry, Hetzel, Hunchback, and armed army transport Lancer. At 6 o'clock on the morning of the 3d instant, I anchored off the town of Williamston, where, soon afterwards, I had the pleasure of an interview with General Foster, whose march had been ineffectually opposed by the enemy at Rall's Ford, a point on a small stream about five miles distant.

It was agreed upon that we should begin our advance on Hamilton that night. Accordingly, at 7 p. m., I got under way in the following order: the Valley City leading, followed by the Perry, Hetzel, and Hunchback. The Lancer had returned during the afternoon to Plymouth with the sick and wounded soldiers. At 1 o'clock on the morning of the 4th instant, having reached the barricade, which is about five miles below Rainbow bluffs and eight miles from Hamilton, I anchored, for the double purpose of awaiting the signal from the advance of the army and avoiding the risk of a passage through the barricade at night. At 11 a. m., having failed as yet in receiving any signal from the army, I made general signal to get under way, and proceeded up the river in the following

order: the Valley City leading, followed by the Perry, Hetzel, and Hunchback, the Seymour, which had arrived at 7½ a. m., bringing up the rear. At 1 p. m. we came in sight of the batteries at Rainbow bluff, which we found in possession of our troops, the enemy having deserted them and carried off all the guns. At 2 p. m. I anchored off the town of Hamilton.

I here entered into another agreement with General Foster, in accordance with which the Valley City and Perry, at 9.30 p. m., proceeded a few miles further up the river to divert the attention of the enemy, while the army continued its march to Tarboro'. At night, after the army had left, pickets were posted in the town—ten from this vessel and ten from the Hunchback—under the command of proper officers.

I must here express my thanks and acknowledgments to Acting Assistant Paymaster Henry Cushing, of the Hunchback, for his vigilance in securing the enclosed plan of batteries at Rainbow bluffs, and papers relating thereto, while on duty in command of pickets at Hamilton, on the night of the 4th instant. I look upon these papers as among the most valuable acquisitions of the expedition.

At 10 a. m. on the 5th instant I despatched the Seymour down the river for the purpose of destroying the earthworks at Rainbow bluffs. At 5 p. m. she returned, having accomplished, as far as possible, the object for which she was sent. I regret extremely to inform you that, while in the performance of this duty, Acting Master's Mate Whall was mortally, and one man slightly, wounded, by the premature explosion of a mine.

At 2 o'clock on the morning of the 6th instant the United States steamer Lockwood arrived, and at 5.30 a. m. the Seymour left for Plymouth. During the afternoon the army returned from its march in the direction of Tarboro', having failed in reaching that place. On the 7th instant I had another understanding with General Foster, (a copy of which is herewith enclosed,) in accordance with which I took on board 300 sick and disabled soldiers, whom I distributed among the several gunboats, and sending the Valley City and Lockwood ahead, with orders to wait for me at Williamston At 12.30 p. m. I got under way for the same point, accompanied by the Hunchback and Perry, to cover the rear of the army, and arrived at Williamston at 11.30 a. m. on the 8th instant.

At 6 a. m. on the 9th instant the army began its march for Plymouth, the Perry, Valley City, and Lockwood having left for the same place on the previous afternoon. At 10 a. m., when the rear guard of the army had left Williamston, I got under way with the Hunchback for Plymouth, where I arrived at 3.30 p. m., about two hours in advance of the army. I shall leave a force of gunboats here, amply sufficient to protect the place, in conjunction with such force as it is the intention of General Foster to station at this point. When the army has embarked for Newbern, I shall get under way for the same place, stopping, probably, *en route*, at Washington, to confer with Acting Lieutenant Renshaw.

With regard to the results attained by this reconnoissance, I am satisfied that the rebels have, as yet, no iron-clad boats on this river, nor do I think it probable that they will ever attempt the construction of any vessel of a formidable character above Williamston. At Hamilton there were no indications whatever that vessels of any kind, except canoes, had ever been built there. The bank is bluff and bold, affording no natural facilities for wharves or "ways," and the river is narrow and current strong. Above Hamilton the river is extremely narrow and tortuous, abounding in snags and bars to such an extent that the Valley City could not ascend more than five or six miles. I learned that at Halifax, the next town above, there is, at ordinary times, from one to two feet only of water. The river is now at its medium height, and I should not think it possible, except during a freshet, to float an iron-clad boat of formidable dimensions at that point.

* * * * * * * * *

In conclusion, I must commend to your favorable consideration the intelligence, zeal, and skill in the management of their vessels, displayed by Lieutenant Commander Flusser and Acting Lieutenant Colhoun. Nor can I withhold my praise and warmest thanks from the officers and men generally, who vied with each other in their efforts to aid the army and bring to a successful issue the objects of the expedition.

I have the honor to be, very respectfully, your obedient servant,

H. K. DAVENPORT,
Commander and Senior Officer in Sounds of North Carolina.

Acting Rear Admiral S. P. LEE,
Com'g North Atlantic Blockading Squadron, Hampton Roads, Va.

Operations at New River inlet, and loss of the United States steamer Ellis.

UNITED STATES STEAMER HETZEL,
Off Newbern, N. C., November 27, 1862.

SIR: I have the honor to enclose herewith a report of Lieutenant William B. Cushing, of his operations at New River inlet, by which you will perceive that the United States steamer Ellis is lost.

I trust that, in consideration of the courage, coolness, and gallantry displayed on the occasion by Lieutenant Cushing, his course may meet with the approval of yourself and the Hon. Secretary of the Navy.

I have the honor to be, very respectfully, your obedient servant,

H. K. DAVENPORT,
Commander and Senior Officer in Sounds of North Carolina.

Acting Rear Admiral S. P. LEE,
Commanding North Atlantic Blockading Squadron.

[Indorsed.]

Heartily approved and forwarded.

S. P. LEE, *Acting Rear Admiral.*

UNITED STATES STEAMER HETZEL,
November 26, 1862.

SIR: I have the honor to report that I entered New River inlet on the 23d of this month, with the United States steamer Ellis under my command, succeeded in passing the narrow and shallow place called the Rocks, and started up the river. My object was to sweep the river, capture any vessels there, capture the town of Jacksonville, or Onslow Court-House, take the Wilmington mail, and destroy any salt-works that I might find on the banks. I expected to surprise the enemy in going up, and then to fight my way out. Five miles from the mouth I came in sight of a vessel bound outward, with a load of cotton and turpentine. The enemy fired her to prevent her falling into our hands. I ran alongside, made sure that they could not extinguish the flames, and again steamed up the river. At 1 p. m. I reached the town of Jacksonville, landed, threw out my pickets, and placed guards over the public buildings.

This place is the county seat of Onslow county, and is quite an important town. It is situated on the right bank of the river going up, and is thirty-five or forty miles from the mouth. I captured twenty-five stand of public arms in the court-house and post office, quite a large mail, and two schooners. I also confiscated the negroes of the confederate postmaster. I forgot to mention that

the town is situated on the main dirt road to Wilmington. Several rebel officers escaped as I neared the place and carried the news to that city. At 2.30 p. m. I started down the river, and at 5 p. m. came in sight of a camp on the banks, which I thoroughly shelled. At the point where the schooner captured in the morning was still burning, the enemy opened fire on the Ellis with rifles, but were soon silenced by our guns. I had two pilots on board, both of whom informed me that it would be impossible to take the steamer from the river that night. High water and daylight were two things absolutely essential in order to take her out. I therefore came to anchor about five miles from the outer bar, took my prizes alongside, and made every preparation to repel an attack. All night long the signal fires of the enemy could be seen on the banks. At daylight I got under way, and had nearly reached the worst place in the channel when the enemy opened on us with two pieces of artillery. I placed my vessel in position, at once hoisted the battle-flag at the fore, the crew gave it three cheers, and we went into action. In one hour I had driven the enemy from his guns and from the bluff, and passed within a hundred yards of their position without receiving fire. Up to this time I had been in every way successful, but was here destined to meet with an accident that changed the fortunes of the day, and resulted in the destruction of my vessel. About five hundred yards from the bluffs the pilots, mistaking the channel, ran the Ellis hard and fast aground. All hands went to work at once to lighten her, and anchors and steam used to get her afloat, but without success. The headway of the steamer had forced her over a shoal and into a position where, as the centre of a circle, we had a *circumference of shoal all around.* When the tide fell I sent a party ashore to take possession of the artillery abandoned in the morning, but when they reached the field it was discovered that it had been removed while we were at work on the vessel. If I had secured this, I proposed to construct a shore battery to assist in the defence of my vessel by keeping the rebels from placing their batteries in position. At dark I took one of my prize schooners alongside, and proceeded to take everything out of the Ellis excepting the pivot gun, some ammunition, two tons of coal, and a few small arms. Steam and anchor again failed to get my vessel afloat. I felt confident that the confederates would come on me in overwhelming force, and it now became my duty to save my men. So all hands were called to muster, and the crew told that they could go aboard the schooner. I called for six volunteers to remain with me on board and fight the remaining gun. Knowing that it was almost certain death the men came forward, and two master's mates, Valentine and Barton, were amongst the number. These gentlemen subsequently behaved with coolness and bravery. I ordered the schooner to drop down the channel out of range from the bluffs, and there to wait for the termination of the impending engagement, and if we were destroyed to proceed to sea.

Early in the morning the enemy opened on us from four points with heavy rifled guns, (one a Whitworth.) It was a cross-fire, and very destructive. I replied as best I could; but in a short time the engine was disabled, and she was much cut up in every part; and the only alternatives left were surrender or a pull of one and a half mile under their fire in my small boat. The first of these was not, of course, to be thought of; the second I resolved to attempt. I fired the Ellis in five places, and, having seen that the battle-flag was still flying, trained the gun on the enemy, so that the vessel might fight herself after we had left her and started down the river, reached the schooner, and made sail for sea. It was low water on the bar, and a heavy surf was rolling in, but the wind forced us through after striking several times. We were just in time, for about six hundred yards down the beach were several companies of cavalry trying to reach the mouth of the inlet in time to cut us off. We hoisted our flag and gave three cheers, and were off. In four hours I reached Beaufort. I brought away all my men, my rifled howitzer and ammunition, the ship's stores and clothing, the

men's bags and hammocks, and a portion of the small arms. I retained aboard a few muskets, pikes, and pistols, to repel boarders.

I neglected to state that when I took possession of the enemy's ground, on the 24th a salt-work was destroyed, and ten boats rendered useless that were to have been used for boarding. At 9 a. m. the United States steamer Ellis was blown in pieces by the explosion of the magazine. Officers and men behaved nobly, obeying orders strictly under the most trying circumstances. I respectfully request that a court of inquiry may be ordered to investigate the facts of the case, and to see if the honor of the flag has suffered in my hands.

I am, sir, very respectfully, your obedient servant,

WM. B. CUSHING, *Lieutenant.*

Commander H. K. DAVENPORT,
Senior Officer, Commanding in Sounds of North Carolina.

[Indorsed.]

Respectfully submitted. I think the course of this young officer should meet with the commendation of his superiors.

H. K. DAVENPORT,
Commander and Senior Officer.

[Further indorsed.]

Received and forwarded December 2, 1862, with the expression of my admiration of Lieutenant Cushing's coolness, courage, and conduct.

S. P. LEE,
Acting Rear Admiral, Com'g N. Atlantic Block'g Squadron.

Commander F. A. Parker's operations in Matthews county, Virginia, in November, 1862.

UNITED STATES FLAG-STEAMER PHILADELPHIA,
Hampton Roads, Virginia, November 30, 1862.

SIR: Annexed is a copy of an interesting report, of the 26th instant, from Commander F. A. Parker, of his active operations in Matthews county, in connexion with General Neglee, Colonel Conyngham, and a detachment of troops from Yorktown. The expedition was well conducted, and its results and success are clearly stated by Commander Parker, who speaks in handsome terms of Lieutenant Farquhar.

I have the honor to be, sir, very respectfully,

S. P. LEE,
Acting Rear Admiral.

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES STEAMER MAHASKA,
Off Yorktown, Va., November 26, 1862.

SIR: I have the honor to report to you that on Friday, the 21st instant, Brigadier General Neglee and myself concerted a plan of operations against Matthews county, (whose inhabitants were said to be largely engaged in the manufacture of salt, and in smuggling contraband goods from the eastern shore of Maryland and Virginia,) which was carried out as follows:

On the night of Saturday, the 22d instant, having received on board a bat-

talion of infantry, three hundred strong, under the command of Major Conyngham, of the 52d Pennsylvania volunteers, I left this harbor with the Mahaska, the General Putnam, and a small tug called the May Queen, (aboard of which I had mounted a rifled howitzer,) bound to East river, Mobjack bay, where, on the following morning, I ran alongside of a fine wharf, distant three or four miles from the river, and exactly two miles from Matthews Court-House. Here the troops were disembarked, and, re-enforced with a 12-pounder Dahlgren howitzer, manned by twenty seamen, under the command of Acting Master's Mate Black, took up their line of march for New Point Comfort and Winter harbor, while the General Putnam, with a detachment of seamen and a howitzer boat from this vessel, all under the command of my executive officer, Lieutenant Farquhar, was despatched up the river with orders to capture or destroy all vessels and boats that could be used in running the blockade.

At 8 p. m. both expeditions had returned. The result of the day's operations being the destruction, on the part of Major Conyngham, of eleven salt-works and between three and four hundred bushels of salt; and on the part of Lieutenant Farquhar, the destruction of one salt-work and the burning of three schooners and a number of scows and boats, with the capture of a lighter and twenty-four large canoes, some of which are capable of containing twenty-four men.

Acting Master's Mate Black reported that while on the march Patrick Madden, landsman, suddenly disappeared from the ranks; but whether he had intentionally deserted or straggled from the command and been captured by a body of rebel cavalry, who hung close upon their rear, it was impossible to say.

On the following morning a detachment of soldiers was sent out towards Matthews Court-House, while our men were employed in destroying boats on both sides of the river in our immediate vicinity, and at 1 p. m., the object of the undertaking against Matthews county having been successfully accomplished, I got under way for Yorktown, where I arrived and disembarked the troops about sunset.

Having learned, however, shortly before leaving East river, that two sloops were hauled up on the beach in Horn harbor, which had just brought over a cargo of goods from Maryland, I gave orders to the commanding officer of the Crusader, whom I fell in with outside, to send his cutters in to destroy them, which duty I have since learned he executed immediately.

Yesterday morning, with this vessel and the Putnam, I ascended the North river some three miles, whence I sent Lieutenant Farquhar up the river in the latter vessel with the same instructions as before. By sunset he had destroyed a schooner (Acting Master Dyer in the meanwhile, in one of the cutters of this vessel, had destroyed another,) and a vessel on the stocks in the course of construction, which, he thinks, from her model, the strength of her timbers, &c., &c., was intended for a small gunboat. In confirmation of his opinion, I would state that my pilot was informed some time since, at West Point, that "a privateer was building in North river." At night I anchored off Ware river, intending to enter it and the Severn to-day, but was prevented from so doing by thick, stormy weather.

I should do injustice to my own feelings and to the service were I to close this report without making special mention of Lieutenant Farquhar, upon whom the major portion of the labor attending our little enterprises devolved. Always reliable and always efficient, his high standard of professional character is apparent in everything he undertakes.

Very respectfully, your obedient servant,

FOXHALL A. PARKER, *Commander.*

Captain THOMAS TURNER, *U. S. Navy,*
Senior Naval Officer, Newport News, Va.

SOUTH ATLANTIC BLOCKADING SQUADRON.

Report of Commander Drayton of his expedition up St. Helena sound and adjacent waters.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., December 1, 1861.

SIR: Enclosed is the report of Commander Drayton, of the Pawnee, of his expedition up St. Helena sound and the adjacent rivers, which the department will find interesting.

Respectfully, your obedient servant,

S. F. DUPONT,
Flag-Officer Comd'g South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER PAWNEE,
Port Royal Harbor, November 28, 1861.

SIR: In obedience to the instructions contained in your letter of the 24th instant, I left this harbor at 3 a. m. of the 25th instant, in company with the Unadilla, Lieutenant Commanding Collins, and the Pembina, Lieutenant Commanding Bankhead, piloted by the Vixen, Captain Boutelle. We crossed this bar at 4.30, and that of St. Helena sound at 9.30, a steamer, supposed to be the General Clinch, then being off the entrance of South Edisto river, which position she shortly left, and steamed up the river. I soon after came in sight of a fort on the point of Otter island, in which, at the distance of a mile, I threw a few shells, as did the gunboats, to discover if it was occupied. There being no answer, I sent a boat on shore to take possession, and found it to be a regular triangular work, with two faces towards the water, of two hundred and fifty feet each, with bastions and a curtain on the land side; the whole surrounded by a ditch. The magazine had been blown up, and everything carried away or destroyed; the only thing left being the fragments of an eighty-pounder rifled gun which had been burst. There was also on the outside a large quantity of timber and palmetto logs, which I left undisturbed, there being little or no probability of any one coming to remove it, and, considering that, should we occupy the place, it would be required to finish the work. Having made the above examination, I continued up the Coosaw river with the gunboats, piloted by Captain Boutelle. When, just after passing Morgan river, about ten miles from Otter island, I came in sight of a fort directly ahead, and at the junction of Barnwell creek with the Coosaw; when within a mile we threw a few shells into it, and there being no signs of occupation, and the negroes showing themselves in the neighborhood, I sent a boat on shore to take possession, and found it to be a redoubt with a ditch on three faces and a steep slope toward the water, above which the parapet was elevated thirty feet, its name being (as we found from papers picked up) Fort Heyward. The armament had consisted of only three guns, one rifled, which had been removed, and two eighteen-pounders, which, being of a very antiquated make, and spiked, I destroyed by breaking the trunnions off. The next morning early I returned, and removed to this vessel a quantity of entrenching tools which I found near the fort, together with a large sling cart and two siege carriages which had not been much injured by the fire which had consumed sufficiently to render useless the other one and all

of the limbers. This being completed, I returned to Otter island, finding there the Vixen, which had preceded us for the purpose of bringing an engineer, Lieutenant O. Rouke, off, who had been sent by General Sherman to join us at Coffin's Landing.

He desired to make a drawing of the fort, and, as it then was late, I anchored for the night, leaving again on the morning of the 27th, with the gunboats and Vixen, (there not being water for the Pawnee,) to ascend the Ashepoo river, as I understood that there was a military station a short distance up. After running four miles I discovered a redoubt, and having, as before, satisfied myself that it was not occupied, I landed and found that, like the others, it was very carefully and scientifically built, with a deep ditch surrounding it. Everything had been destroyed or carried away, excepting a rifled twenty-pounder and an old English eighteen-pounder, both of which had been burst, and another eighteen, which I destroyed. Having performed this duty, I continued up the river, thinking that I might find fortifications at Mosquito creek, which offers the only inland channel of communication with Charleston. None had, however, been erected there, and I continued up the river to the plantation on Hutchison island, about twelve miles from Otter island, which was as far as the vessels could go. Here were a large number of negroes, but no white men, although they told me that there was a picket of soldiers about three miles beyond. At this time I heard heavy firing, and as we all supposed it to proceed from the Pawnee, I hurried every one on board, and returned down the river as quickly as possible; but, on reaching that vessel, was told that the sounds came from the direction of Beaufort. I then, with the Pawnee, got under way, and, accompanied by the other vessels, ran across the bay to Hunting Island river, where I landed and looked for fortifications on the point of Hunting island, but could not find the least appearance of there ever having been any there. The light-house had been recently blown up, and all the public property carried away. I had now examined all the points mentioned in your letter except Coffin's Landing, which had been visited by Lieutenant O. Rouke, on his way across, and he reporting that no works had been erected there, I did not think it worth the delay that would have been occasioned by going there.

I left Hunting Island harbor at 7 a. m. this morning, and reached my anchorage here at meridian. With regard to the other inquiries that I was ordered to make, I would beg leave to say that, wherever practicable, the slaves have been removed, as on the northern side of the Ashepoo, where there is communication with the Edisto. At all the plantations south of that, however, a great many still remain; at Hutchison island not less, I think, than one hundred and twenty. Not a white man seems to be left anywhere outside of the line of military occupation, which was higher than I was able to go with the vessels. The slaves are doing nothing, and are very friendly. They assisted us voluntarily wherever we wanted their aid, and sometimes, as at Fort Heyward, worked very hard; and I overheard one of them say that it was but fair that they should do so for us, as we were working for them. The more intelligent of them told me that there was no packed cotton in their neighborhood; that scarcely any had been packed this year, and that not much more than half the cotton, and scarcely any of the provision crop, had been gathered.

In conclusion, I would beg leave to call attention to the great importance of the fort on Otter island. It can be easily held, and, with a few vessels as a support, would be almost impregnable to any ordinary force. It completely commands the inland route to Charleston, and four miles above it the Ashepoo and South Edisto rivers approach each other so closely that it seems to me that I could almost have commanded the navigation of the latter river from my vessel; and a few guns in position on the narrow neck of land that divides them might easily control both streams. No single point can command all the entrances into St. Helena sound, as it is five miles across; but a fort on

Otter island shuts up the most important one; and in its immediate vicinity and under its guns is perhaps the very best anchorage for ships to be found in those waters. I forgot to mention that, as far as we could make out, on our return down the river, (the Ashepoo,) they appeared to be burning houses in the direction of the South Edisto river, or in those plantations which must have still been in possession of the whites, and the same thing seemed to be continued during the night. I cannot finish without mentioning the obligations I am under to Captain Boutelle for the skill and untiring energy he displayed in piloting us through those island waters; and I think the people must have been a little surprised at seeing vessels-of-war passing at full speed up narrow and not over-deep rivers, such as the Coosaw and Ashepoo.

I am, very respectfully, your obedient servant,

P. DRAYTON,
Commander, Commanding Pawnee.

Flag-Officer S. F. DUPONT,
Commanding South Atlantic Squadron, Port Royal Harbor.

Flag-Officer DuPont sends second expedition to St. Helena bay, and orders reconnoissance of Wassaw inlet.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., December 4, 1861.

SIR: The apprehension of losing possession of the bay of St. Helena—so exceedingly valuable for a harbor for its proximity to Charleston, and for the command it secures of large rivers supplying interior communication with the State of South Carolina—has induced me to despatch a second expedition there, under Commander Drayton, with orders to hold the island until General Sherman is prepared to assume military occupation of it, when he will transfer the fort to his troops.

I have also despatched Commander C. R. P. Rodgers to make a reconnoissance of Wassaw inlet, in order to ascertain the position and force of the enemy's battery there—information which the commanding general has expressed to me his desire to obtain before landing troops on Tybee island.

The department will have the goodness to observe that, in the necessary occupation of St. Helena sound and of Tybee roads, and in the examination of Wassaw inlet, a large number of the vessels of my squadron is engaged, which will be released and employed on blockading duty as soon as Otter and Tybee islands are held by the army.

Very respectfully, your most obedient servant,

S. F. DUPONT,
Flag-Officer Commanding, &c.

Hon. GIDEON WELLES,
Secretary of the Navy.

Flag-Officer DuPont reports Wassaw island abandoned, and encloses report of Commander C. R. P. Rodgers.

UNITED STATES FLAG-SHIP WABASH,
Port Royal Harbor, S. C., December 6, 1861.

SIR: I have the honor to inform the department that the fortifications at Wassaw island have been abandoned by the rebels, after removing the guns, cutting up the platforms, and breaching one face of the fort.

For the circumstances attending this important discovery, and the temporary occupation of the waters of Wassaw sound, as well as for a knowledge of the inner and ultimate line of defence selected by the enemy, I have the pleasure to refer to the accompanying report of Commander C. R. P. Rodgers, upon whose judgment and skill I relied for the execution of this undertaking.

Wassaw inlet and sound constitute a second entrance into Savannah river; and as twenty-one feet can be carried over the bar at high water, this passage is but little inferior to Tybee entrance.

The highest point reached by Commander Rodgers was about eight miles from Wassaw bar, about ten miles from Savannah, and between four and five from Thunderbolt on one side and Montgomery on the other. These two last places are described in the Coast Survey memoirs and reports.

I attach the highest value to this possession; but I must confess that the addition of the occupation of St. Helena sound, Tybee entrance, and Wassaw sound, by the navy, to the other demands upon the force which the department has so liberally placed at my disposal, threatens to embarrass the duties of the blockade and to postpone some other operations. I hope, therefore, that the department will find it possible to supply me with more gunboats and other vessels of that class propelled by steam; having which, I will venture to indulge in the expectation that the whole of the sea-coast of Georgia, and a great part of that of South Carolina, will be under the flag of the United States at no distant period.

I have the honor to be, sir, respectfully, your obedient servant,

S. F. DUPONT,
Flag-Officer Commanding, &c.

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES FLAG-SHIP WABASH,
Port Royal Harbor, December 6, 1861.

SIR: On yesterday morning I left Tybee roads before daylight, with the steamers Ottawa, Seneca, and Pembina, and crossed the bar of Wassaw sound at half tide, not having less than eighteen feet of water upon it.

We approached the fort on Wassaw island within a mile, and seeing neither guns nor men, we did not fire, but I sent Lieutenant Barnes to it with a white flag. He found it an enclosed octagonal work with platforms for eight guns on the water faces. The land faces were protected by abattis. The work was well constructed. The guns had been removed, the platforms cut, and the magazine blown up. From the freshness of the foot-prints, and other signs, it appeared to have been abandoned very recently. Adjoining the fort are huts or sheds for a large garrison. Some lumber and bricks remain; everything else had been carried away.

We immediately pushed on to Cabbage island, where we had been led to look for another battery, but there was nothing of the kind there. We went to the mouth of the creek, through the Romilly marsh, and to the mouth of Wilmington river.

From the mouth of Wilmington river we observed a battery bearing from us about NW. by W. half W., and distant about three miles. It is on the river, and just above a house with a red cupola, which is one of the Coast Survey's points of triangulation, and is about ten miles from Savannah. Between the house and the fort was a large encampment, but we could not count the tents. We counted five guns, apparently of large calibre, on the face of the battery towards us. We could only see one gun upon the other face, but there may

have been more. We were near enough to see the men on the ramparts and the glittering of their bayonets. We saw several small vessels; some of them in Romilly marsh were in tow of a small steam-tug, but they were all beyond our reach.

Upon Little Tybee island we could see no earthworks, but could not get nearer to it than two miles, because of the shoals. In coming out of Wassaw sound at high tide we had not less than twenty-one feet of water on the bar.

Returning to Tybee roads at 1 o'clock, I landed and made a reconnoissance on foot with the marines of the Savannah, and detachments of small-arm men from that ship and the Ottawa. Upon reaching the mouth of the Lazaretto creek, having no boats in which to cross, our progress was stopped. We waited until low tide, but the creek was unfordable. I was able, however, with the assistance of Lieutenant Luce, to obtain, from the top of a tree, the position in which a battery has been supposed to exist, and am satisfied that there is no battery there. The spar, which was mistaken for a derrick, is simply a place of lookout, and there was no appearance of any earthwork or position for guns. A battery at such a place would be of no use whatever. There may, however, have been a signal gun placed there, as the dune upon which the spar is raised is upon the southeastern part of Little Tybee island, and is a commanding point of observation.

I have to thank Lieutenant Commanding Stevens for the most earnest, cordial, and efficient co-operation; and also Lieutenants Commanding Ammen and Bankhead, whose vessels were always in the right place, and always well handled.

I have the honor to be, very respectfully, your obedient servant,

G. R. P. RODGERS, *Commander.*

Flag-Officer S. F. DUPONT,
Commanding, &c.

Commander Drayton's report of reconnoissance in North Edisto river, &c., December 16, 1861.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., December 23, 1861.

SIR: I have the honor to transmit to the department a report by Commander Drayton of a reconnoissance in North Edisto river and the adjacent waters. He discovered a fort there, consisting of two redoubts for five guns each, connected by a curtain, and protected in the rear by palisades formed of thick plank. The cotton-houses and out-buildings were set on fire at his approach. Hearing that there were five hundred of the enemy at Rockville, a small town in the vicinity, he advanced upon them and found that the encampment, which had been occupied some four months, was deserted a few hours before his arrival in such haste that the soldiers had taken only their arms, leaving their camp equipage and provisions behind them. Captain Drayton took on board the tents and provisions and a quantity of cotton. He left the Penguin, Lieutenant Commanding Budd, in possession of the fort.

Captain Drayton next entered the South Edisto, where he found similar fortifications deserted and destroyed. He also communicated with Lieutenant Commanding Truxton, who reported that everything was quiet in St. Helena sound, and the fort there was being rapidly repaired and put in a state of defence. Captain Drayton brought in two prisoners.

The cotton taken by Captain Drayton I have shipped on board the coal-schooner M. A. Schindler, Irelan master, bound to Philadelphia, consigned to

James S. Chambers, navy agent, (as per bill of lading enclosed,) subject to the order of the department.

Respectfully, your obedient servant,

S. F. DUPONT,
Flag-Officer Commanding, &c.

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES STEAMER PAWNEE,
Port Royal, S. C., December 21, 1861.

SIR: In obedience to your order of the 14th instant, I left this harbor at daylight of the 16th instant, accompanied by the gunboat Seneca, Lieutenant Commanding Daniel Ammen, and Coast Survey steamer Vixen, Captain C. O. Boutelle, but at the bar found that the heavy northeaster which was blowing had raised such a sea as to render it out of the question to attempt entering the rivers which I was directed to examine. I therefore returned to my anchorage, which I left a second time, however, on the following morning, and reached the North Edisto at 2 o'clock. Shortly after I crossed the bar with the Seneca, piloted in by Captain Boutelle in the Vixen, which vessel he, however, left when we were inside for the Pawnee, his vessel remaining astern of us.

At this time we could plainly see fortifications ahead on Edisto island, distant a mile and a half. As it was reported to me they were filled with men, I commenced firing slowly from my bow guns, as did the Seneca, but receiving no answer soon ceased, and running by the batteries anchored in the North Edisto river. On landing I found the fort, which was entirely deserted, to consist of two redoubts for five guns each, connected by a long curtain, and protected in the rear by a double fence of thick plank, with earth between, and loop-holed. The guns, as the negroes informed me, had all been removed towards Charleston some weeks back. While I was making this examination Lieutenant Commanding Ammen had proceeded up the river for about five miles, the effect of which was immediately apparent in the firing of cotton-houses and out-buildings.

As during the night some negroes came on board and informed us that at the small town of Rockville, which was in full sight, there was a large encampment of soldiers, at least five hundred, and Captain Boutelle offering to go up the creek on which it was, I determined to make them a visit in the Vixen, and at daylight on the 17th went on board that vessel for the purpose, taking with me the boats and marines of the Pawnee and Seneca, under charge of Acting Master Snell. Owing to our running ashore we did not reach the town until near 8 o'clock, a little above which was a sloop laden with cotton and provisions, which I took possession of and towed alongside.

There being still no signs of life on shore, I landed with about fifty men to reconnoitre, and was soon satisfied that the troops had left, as the first thing seen was the negroes pillaging a building, in which was a large quantity of commissariat stores, consisting of rice, sugar, bacon, corn, &c. This I stopped at once, and had what remained removed to the Vixen.

Being then informed that the camp, which was a mile from the water, was entirely deserted, I went there, but although, so far as I could learn, the troops had left at daylight, and it was then only a little after eight, the negroes, whom I found as busy as bees, had removed the most valuable part of what had been left, which was nearly everything, excepting their arms. The encampment was a large one, had been occupied for many months, and its late tenants had evidently been in the possession of every comfort. I removed to the boats forty Sibley and four ordinary tents, besides a quantity of articles of no particular value, which were lying about, and found at a neighboring house, which seemed to have been used as headquarters, a confederate flag.

Having pretty well cleared the ground of what was worth removing, and being desirous of examining above, I left at 2 o'clock, and proceeding up the river with the Vixen, not liking to trust the Pawnee in so narrow a channel, came on the Seneca, which had started at 9 o'clock to explore, fast on a mud bank. We remained by her until 9 o'clock, but found it impossible to pull her off, owing to the night tide not being as high as the morning one. While lying here, however, I sent the boats and burnt a sloop which had been run ashore some distance beyond, while attempting to escape from the Seneca, and which could not be got afloat.

The Vixen afterwards returned for the night to the neighborhood of the Pawnee, but went back at daylight of the following morning with a party of men and boats from this vessel to lighten the Seneca, which vessel was got off at high tide.

While the Vixen was running up the river she came on a small sloop laden with cotton, from which two white men were taken, whom I now have on board as prisoners. As in the meantime nearly a hundred and fifty negroes, all in a great state of alarm, had collected on board the different vessels, I determined to land them on the point, and called in the United States steamer Penguin, which was cruising off the port, and to leave Lieutenant Commanding Budd in charge of the river, after my departure, until he could hear from you. Captain Boutelle was kind enough to go out in the Vixen and pilot the Penguin into her anchorage off the fort, where she now is.

On the morning of the 10th I ran down to the South Edisto, and leaving the Pawnee and Seneca at the bar, went in with the Vixen. I found the fortifications which are on Edisto island entirely deserted and partially destroyed. They consisted of two redoubts, which mounted, as far as I could judge, four guns each, but the guns had been removed. The Dale being in sight across Otter island, in the Ashepoo, I made signal, and Lieutenant Commanding Truxton pulled over with four boats. He reported that everything was quiet in the neighborhood of his anchorage, and that the fort on Otter island was rapidly being placed in a state of defence. Up to the present time, although they had been in sight of the South Edisto forts, where we were lying, they had not yet landed there.

Having finished my examination of the South Edisto, I returned to the Pawnee and stood north, with the intention of lying off Stono for the night; but, as the weather looked threatening, and the Vixen was almost out of coal, I went into the North Edisto again for the night, in order to have an opportunity of supplying her with some. Lieutenant Commanding Budd reported everything as when I left; but on the following morning negroes came in and stated that the troops who had left the encampment at Rockville, being largely re-enforced, showed a disposition to reoccupy that place.

As the weather was too threatening to permit my making a careful examination of the Stono, as I intended, I determined now to return at once to this place and report to you the state of affairs at the North Edisto. This I have done, reaching my anchorage here at 3 o'clock to-day, although somewhat delayed by the sea raised by a very heavy northeaster which is blowing outside. Lieutenant Commanding Ammen I sent to Charleston, to report that the Penguin was in the North Edisto, and with directions to look into the Stono river on his way, and see if he could make out the fortifications, which the negroes tell me are there in great strength.

I cannot conclude without expressing my indebtedness for the ready assistance rendered by Lieutenant Commanding Ammen and Captain Boutelle in carrying out the objects of the expedition.

Very respectfully, your obedient servant,

P. DRAYTON, *Commanding.*

Flag-Officer S. F. DUPONT,
Commanding South Atlantic Squadron.

Reports of the examination of the inlets and sounds of the coast of Georgia.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., December 12, 1861.

SIR: In the further prosecution of my examination of the inlets and sounds of the coast of Georgia, I directed Commander C. R. P. Rodgers to take under his command the gunboats Ottawa, Lieutenant Commanding Stevens, Seneca, Lieutenant Commanding Ammen, steamer Henry Andrew, Acting Master Mathew, and to proceed to Ossibaw, where he was to inform himself as accurately as possible of the state of things in the inlet and sound, and in the Vernon and Great Ogeechee rivers. It appears that there are no batteries on Ossibaw island, or in the Great Ogeechee, up which river he ascended as far as Morrell's plantation, which he found abandoned.

There is a fort, advantageously placed and well protected by marshes, on the side of the land situated on the eastern end of Green island. It now mounts eight guns, and is not yet completed; it commands not only Vernon river, but the Little Ogeechee, Hell Gate, the passage from Vernon river into the Great Ogeechee, and even the channel of the latter river.

Commander Rodgers's report is herewith enclosed.

I have the honor to be, very respectfully, your obedient servant,

S. F. DUPONT,
Flag-Officer Comd'g South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES FLAG-SHIP WABASH,
Port Royal Harbor, December 12, 1861.

SIR: I left Tybee roads before daylight yesterday morning, with the Ottawa, Seneca, Pembina, and Henry Andrew, and crossed the bar at Ossibaw soon after 8 o'clock. Entering and passing up Vernon river, we discovered on the eastern end of Green island a fort mounting eight guns, apparently of heavy calibre. Near it is an encampment, where we saw about seventy-five tents. There was a barrack near the fort, and another building was in process of erection. I think the work is not yet completed. The foot is advantageously placed, and its approaches landward are well protected by marshes. It has three faces, upon two of which guns are mounted. It commands not only Vernon river, but the Little Ogeechee, and Hell-Gate, the passage from Vernon river into the Great Ogeechee. Its long-range guns will also reach the channel of the Great Ogeechee.

We were exactly two nautical miles from the fort, and after observing it carefully we steamed down the river, when the Seneca, the second vessel of the line, had turned; a well directed shot was fired at her, apparently from a rifled cannon, which fell not more than two hundred yards astern of her. A shot was also fired at the Pembina, apparently from a heavy smooth-bore gun, which fell much short. We did not fire from the vessels, being at too long range for effective practice; nor was I willing that our simple reconnoissance should be reported, for the comfort of the enemy, as an engagement and repulse. Passing again into Ossibaw sound, we entered the Great Ogeechee, and steamed up it about four miles, where I landed, but found it abandoned. There are no batteries on Ossibaw island for the defence of the sound. I saw Vernonsburg, but could observe no battery save the one on Green island. We saw over the land two or three schooners at the head of Wassaw sound, which had, probably, passed

from Ossibaw through the Romilly marshes. I have to thank Lieutenants Commanding Stevens, Ammen, and Bankhead, and Acting Master Commanding Mathew for very hearty co-operation. The pilot, Mr. Godfrey, showed much skill, though he had never before been in Vernon river. Mr. Dennis, of the Coast Survey, accompanied, and by his familiarity with the topography of the country rendered me much assistance.

Lieutenant Barnes and Acting Master Preston, of the Wabash, at the mast-heads, with good glasses, carefully observed the shores and were always on the alert.

I am, very respectfully, your obedient servant,

C. R. P. RODGERS, *Commander.*

Flag-Officer S. F. DuPont,
Commanding South Atlantic Blockading Squadron.

Report of a second expedition to St. Helena sound, under Commander Drayton.

Flag-Ship Wabash,
Port Royal Harbor, S. C., December 12, 1861.

Sir: I have the honor to transmit to the department a report of Commander Percival Drayton of a second expedition to St. Helena sound, made under his direction, and consisting of the sloop Pawnee, Commander Drayton, the gunboat Unadilla, Lieutenant Commanding Collins, the armed steamer Isaac Smith, Lieutenant Commanding Nicholson, the sloop Dale, Lieutenant Commanding Truxton, and the United States surveying steamer Vixen, Mr. Boutelle, Assistant Coast Survey.

Commander Drayton left this port on the 5th instant, and proceeded further up the Ashepoo than on the previous occasion, and landed on Hutchison's island, where he found that all the buildings, including the negro houses, and the picked cotton, had been burned two days before. An attempt had been made at the same time to drive off the negroes, some of whom had been shot in their efforts to escape. Commander Drayton draws a most painful picture of the condition of the negroes, especially of the aged and infirm.

He afterwards explored the Coosaw as far as the entrance of Beaufort creek. Here he witnessed a similar scene of desolation; and such was the destitute state of the negroes, that he was induced by their earnest entreaties to bring some of them to Otter island, where they were supplied with food by his order.

The Isaac Smith and Dale remain at Otter island to assist the army in its maintenance.

Very respectfully, your most obedient servant,

S. F. DUPONT,
Flag-Officer Comd'g South Atlantic Blockading Squadron.

Hon. Gideon Welles, *Secretary of the Novy.*

United States Steamer Pawnee,
Fort Royal Harbor, S. C., December 9, 1861.

Sir: In obedience to your order of the 4th instant, I proceeded to sea at daylight of the 5th, accompanied by the gunboat Unadilla, Lieutenant Commanding N. Collins, steamer Isaac Smith, Lieutenant Commanding J. W. A. Nicholson, and Coast Survey steamer Vixen, Captain Boutelle, and reached the

anchorage off the fort on Otter island, St. Helena sound, at midday. In the course of the afternoon, some negroes coming on board, and reporting that there was a body of soldiers at the entrance of Mosquito creek, a place up the Ashepoo where the inland route to Charleston commences, I proceeded as far as that place, when the night coming on, obliged me to return.

I saw, however, no signs of the presence of white people, excepting that some buildings, which I discovered the next day to have been in Hutchison's island, were burning. On the morning of the 6th, the United States sloop Dale, Lieutenant Commanding W. F. Truxton, appearing off the harbor, I sent the Isaac Smith to tow her in, a pilot being furnished by Captain Boutelle.

Unfortunately, however, when half-way up, the Dale stuck fast, and as it was then about high water, no exertion could get her afloat until eleven o'clock of that night, when she was forced into deep water, without having suffered any apparent injury, and towed the following morning, by Captain Boutelle, in the Vixen, around Morgan island, this having become necessary, owing to her having forced over the shoal which divides that channel from the one she was in originally. So soon as she was safely at her anchorage near us, I proceeded up the Ashepoo with the Unadilla, Isaac Smith, and Vixen, to examine that river further up than I had been able to do on the previous occasion. On approahing Mosquito creek, we saw a picket of soldiers, who took to their horses, however, on our approach, and escaped into the woods, hastened, perhaps, in their flight by a shot or two, which were thrown after them.

Continuing up the river, I landed on Hutchison's island, and found that two days before all the negro houses, overseer's house, and out-buildings, together with the picked cotton, had been burned.

The attempt had at the same time been made to drive off the negroes, but many had escaped, although some of their number, they said, had been shot in attempting to do so. The scene was one of complete desolation; the smoking ruins, and the cowering figures which surrounded them, of those negroes, who still instinctively clung to their hearthstones, although there was no longer shelter there for them, presented a most melancholy sight, the impression of which was made even stronger by the piteous wailing of the poor creatures, a large portion of whom consisted of the old and decrepid. We were not able to leave until some time after dark, and singular enough the moment we were fairly under way, a bright signal light was burned on the very plantation we had just quitted, showing that some of the blacks, for there was certainly no white man there, were communicating the fact of our departure. On the following morning, with the same vessels, I started to explore the Coosaw river, but very soon after leaving, the Unadilla, unfortunately, was completely disabled by the breaking of a main crosshead, and I was obliged to leave her at anchor, and continue on with the other two vessels. When off Fort Heyward, I left the Isaac Smith, it not being quite safe to take so long a vessel higher up, and continued in the Vixen as far as the entrance of the Beaufort creek to a place called the Brick Yards, where I had been told there was either a fort or a guard of sol diers. Nothing, however, being seen of either, I anchored off a plantation belonging to Mr. Bythewood close by, for the purpose of getting information, as I saw a great many negroes there.

On landing, I found that a short time previously the cotton-house with its contents had been burned, and all of the negroes that could be caught had been taken away. Here were large numbers of those, however, who had left Hutchison's island after their houses had been burned, and who, with their household effects piled up about them, lined the beach; some of them begging to be permitted to go to Otter island, saying that they had neither shelter nor food, were taken back with us.

Late in the afternoon I returned down the river, reaching our anchoring off Fort Otter at sunset, the Unadilla having been towed to the same place by the

Isaac Smith. As I did not see that the services of the Pawnee were any longer necessary in St. Helena sound, and thinking it important to get the Unadilla as soon as possible to a place where her engines could be repaired, I determined this morning to tow that vessel to Port Royal harbor, which I have done, reaching here, in company with the Vixen, at half-past seven this evening.

In obedience to your instructions, before leaving, I transferred the charge of the fort and adjacent waters to Lieutenant Commanding Nicholson, who, with the Isaac Smith and Dale, will remain there until he receive further orders from yourself.

As about one hundred and forty negroes, most of them in a very destitute condition, had collected at Otter island before my departure, I directed Lieutenant Commanding Nicholson to see that they were supplied with food until some disposition could be made of them, or until he heard from you.

Very respectfully, your obedient servant,

P. DRAYTON, *Commander.*

Flag-Officer S. F. DUPONT,
Commanding South Atlantic Squadron,
Port Royal Harbor, South Carolina.

Lieutenant Commanding G. B. Balch's report of a reconnoitring rebel steamer.

UNITED STATES STEAMER POCAHONTAS,
Off Stono Inlet, South Carolina, December 26, 1861.

SIR: I have the honor to report that whilst engaged in the blockade of Stono, and being at anchor on the afternoon of this day, a steamer came down through one of the island channels and passed in front of Stono inlet, and, I was in hopes, in range of our guns. I directed the 10-inch gun to be fired at her; but before the shot could be repeated she had passed across the inlet up another channel. My impression is that the steamer brought down a reconnoitring party.

Soon after firing on the steamer two batteries opened on the Pocahontas with rifled guns, which dropped their shot only from 50 to 150 yards short, and I can commend their accuracy of fire.

We replied to the fire of the two batteries, firing twelve 15″ shells and three 32-pounder solid shot, but the distance was too great to reach them. And I have to report that, owing to our strong desire to get closer, this ship touched the bottom several times, but being soft, and having been promptly relieved from her unpleasant situation, I can confidently express the opinion that she is uninjured either in hull, lower mast, or bowsprit, as also in her machinery.

The enemy discontinuing the fire, and having had the last shot at his batteries, I stood out in deeper water and anchored.

The superiority in range of his guns was soon discovered by us, and we could but express the regret that the depth of water prevented us from shortening the distance and thus equalizing the power of his guns.

I have the honor to be, with great respect, your obedient servant,

G. B. BALCH,
Lieutenant Commanding Pocahontas.

Flag-Officer S. F. DUPONT,
Commanding South Atlantic Blockading Squadron,
Port Royal, South Carolina.

Flag-Officer DuPont, enclosing report of the clearing of Coosaw river, January 1, 1862.

FLAG-SHIP WABASH,
Port Royal Harbor, January 4, 1862.

SIR: I have the honor to inform the department that the attention of General Sherman and myself has been drawn for some time past to the design of the enemy to shut up our troops in Port Royal island by placing obstructions in Coosaw river and Whale branch; by constructing batteries at Port Royal ferry, at Seabrook, and at or near Boyd's Neck; and by accumulating men in this vicinity in such a manner as to be able to throw a force of twenty-five hundred or three thousand troops upon any of these points at a short notice.

In a confidential communication of the 28th ultimo, the general informed me that the time had arrived for arresting peremptorily the designs of the enemy, and for doing it in such a manner as would serve a subsequent purpose, and he requested me to furnish my quota of the force to be employed in this combined operation.

The plan of conduct having been fully determined in several conferences between the commanders-in-chief and the heads of the expedition, and the first day of the new year having been selected for the time of attack, I appointed Commander C. R. P. Rodgers to the command of the naval forces, consisting of the gunboat Ottawa, Lieutenant Commanding Stevens, Pembina, Lieutenant Commanding Bankhead, and the four armed boats of this ship carrying howitzers, under the charge of Lieutenants Upshur, Luce, and Irwin, and Acting Master Kempff, all of which were to enter the Coosaw by Beaufort river; and of the gunboat Seneca, Lieutenant Commanding Ammen, and the tug-boat Ellen, Acting Master Commanding Budd, both of which were to move up Beaufort river and approach the batteries at Seabrook and Port Royal ferry by Whale branch. The armed tug C. B. Hale, Acting Master Foster, under the command of Lieutenant Barnes, was afterwards despatched to Commander Rodgers.

The part assigned to the naval force was to protect the landing of the troops at Haywood's plantation, (the first point of debarkation,) to cover the route of the advancing column and the second point of debarkation, and to assail the batteries on their front.

I refer you with pleasure to the official reports for the occurrences of the day; and I have only to add that from the note of Brigadier General Stevens, (a copy of which accompanies this report,) and from various other sources, I learn that the naval part of the expedition was conducted by Commander Rodgers with the highest skill and ability. I have the honor to transmit herewith his detailed report, which the department will read with interest.

Respectfully, &c.,

S. F. DUPONT,
Flag-Officer Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES FLAG-SHIP WABASH,
Port Royal Harbor, S. C., January 3, 1862.

SIR: I reached Beaufort at noon on the 31st of December with the gunboats Ottawa, Lieutenant Commanding Stevens, and Pembina, Lieutenant Commanding Bankhead, and the four large boats of this ship, each carrying a twelve-pound howitzer, under Lieutenants Upshur, Luce and Irwin, and Acting Master Kempff.

At sunset Lieutenant Barnes, of this ship, joined me with the armed steamer E. B. Hale, Acting Master Commanding Foster.

In order that no intimation might be given to the enemy of our approach, these vessels remained at Beaufort until after dark, when they ascended the river to a point about two miles from the Coosaw, where we anchored to await daylight.

At four the next morning I moved on with the launches, and at daylight joined General Stevens, at the head of his column, at the appointed place of rendezvous. The troops having all embarked, we crossed the Coosaw, and at 8 a. m. the first detachment of volunteers landed, under cover of our boat guns, at Haywood's plantation, and with them went the two light howitzers of the Wabash, to serve as a section of light artillery, under Lieutenant Irwin, of the ship.

At sunrise Lieutenant Commanding Stevens succeeded in getting the Ottawa through the difficult passage of the "Brick Yard" and in joining me in front of the column. The Pembina and E. B. Hale arriving shortly afterwards we proceeded to the next landing, at Adams's plantation, where the remaining troops were ordered to disembark. In our way up we threw a few shells into what seemed an outpost of the enemy, near a long embankment.

Anchoring the gunboats at 10 o'clock so as to cover the route of the advancing column and the second point of debarkation, where also our launches were stationed, I went up in the Hale to within range of the battery at Port Royal ferry, at which Lieutenant Barnes threw a few shot and shell, dislodging a body of troops stationed in the adjoining field, but eliciting no response from the battery.

At 1.30 p. m., General Stevens being ready to move, the gunboats shelled the woods in front of his skirmishers, and then advancing we threw a rapid fire into the fort at Port Royal ferry, and anchored in front of it at 2.40 p. m., the Ottawa passing between the heads of the two causeways. The enemy had succeeded in taking off all their guns save one, but I could not learn whether any except field guns had been removed on the day of the attack. We found a quantity of 8-inch shells and 30-pounder rifled shells in the magazines.

At half-past two the Seneca, Lieutenant Commanding Ammen, and the Ellen, Master Commanding Budd, (the other vessels which you had placed under my orders,) having passed from Broad river through Whale branch, came within signal distance, and their commanders came on board the Ottawa, having assisted in the destruction of the work at Seabrook, but their vessels were prevented, by the lowness of the tide, from joining me. The Ellen came up at 8 o'clock, and the Seneca the next morning. Immediately after the Ottawa had anchored the ferry was reopened, and the Pennsylvania Roundheads passed over and occupied the fort, where they were joined about 4 o'clock by General Stevens's advance guard. The enemy appearing in force and in line of battle upon the right of our troops, at 4.15 the Ottawa moved down the river a short distance with the Pembina and opened fire with 11-inch and Parrott guns, their shells falling among the enemy's troops with great effect, driving them into the woods, and clearing the flank of our column, where the skirmishers had been engaged, and the enemy had opened fire from a field battery of several pieces.

Soon after sunset we ceased firing for a while, and the enemy sent a flag of truce to one of our advanced posts, to ask permission to carry off their killed and wounded. Just then the gunboats reopened, and before General Stevens's messenger could convey his reply, that the firing should cease for an hour, to enable the enemy to carry off their wounded, the officer who had brought the flag had galloped off. At sunset I landed our heavy howitzers, directing Lieutenant Upshur to place it in battery with the guns already on shore, under Lieutenant Irwin, there being no artillery with the brigade but that of the Wabash. At the same time Lieutenant Luce, with the second launch and its rifled gun, and Lieutenant Barnes, with the Hale, were sent to the lower landing, to protect the

boats and steamer in which our troops had crossed, and to superintend their removal to the ferry, which was accomplished about midnight.

At sunrise we re-embarked our boat guns. At 9.30 on the morning of the 2d, the enemy again appearing in the woods, we opened a hot fire of shot and shells from the Ottawa, Seneca, Pembina, Ellen and Hale, and after firing briskly for a time slackened the fire so as to drop a shot or shell into the woods about once a minute.

At 9.40 our troops began to recross the ferry, and were all over by noon; our field guns having been landed, at the request of General Stevens, to cover the rear of the returning column.

The enemy made no further demonstration. The scows which had been used in crossing were taken to our vessels, to be towed to Beaufort, and at 2 p. m. we got under way and moved down the Coosaw, to a point near the Beaufort river, where we were compelled to wait for the morning's tide to pass through the "Brick Yard" channel.

I beg leave to express to you the great satisfaction I found in co-operating with General Stevens, and my admiration of the skilful manner in which he handled his troops and made his combinations, About 2,500 of our volunteers crossed the Coosaw; their conduct and bearing were excellent.

I have to thank the commanding officers of vessels for the skilful and prompt support they gave me. The manner in which their guns were served and their vessels handled, under very difficult circumstances, shows the highest professional merit. The manner in which the boat and field guns of the Wabash were managed by the officers in charge of them did those officers much credit. Lieutenant Commanding Ammen will make a separate report of the service of the Seneca and Ellen, at Seabrook, before I met him at half-past two on New Year's day. It is unnecessary for me to say to you that his work was thoroughly done.

The channel of the Coosaw is so narrow and so shallow in many parts that it does not afford a vessel room to turn by the ordinary methods, and our gunboats were consequently very often aground; but so admirably are they adapted to this kind of service that we never felt any solicitude for their safety.

Lieutenant Coggswell, a signal officer of the army, was directed to report to me for duty, and furnished me with the means of constantly communicating with General Stevens with a facility and rapidity unknown to the naval service. I take this opportunity of recommending that the code of signals invented by Major Meyer be at once introduced into the navy.

I have the honor to be, &c.,

C. R. P. RODGERS, *Commander.*

Flag-Officer S. F. DuPont,
Commanding South Atlantic Blockading Squadron.

HEADQUARTERS SECOND BRIGADE E. C.,
Beaufort, S. C., January 3, 1862.

MY DEAR COMMODORE: I would do great injustice to my own feelings did I fail to express my satisfaction and delight with the recent co-operation of the command of Captain Rodgers in our celebration of New Year's day.

Whether regard be had to his beautiful working of the gunboats in the narrow channel of Port Royal, the thorough concert of action established through the signal officers, or the masterly handling of the guns against the enemy, nothing remained to be desired.

Such a co-operation tends to elevate and inspirit both services, and augurs everything propitious for the welfare of our cause in this quarter of the country.

Truly your friend,

ISAAC I. STEVENS,
Brigadier General Commanding.

Commodore S. F. DUPONT,
Commanding Squadron, Port Royal.

Attack on batteries on the Coosaw river, January 1, 1862.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., January 6, 1862.

SIR: I have the honor to forward the report of Lieutenant Commanding Ammen, of the Seneca, detailing the proceedings of the Seneca and the Ellen in the attack on the batteries in the Coosaw river, on the 1st of January.

Respectfully, your obedient servant,

S. F. DUPONT,
Flag-Officer Com'd'g South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washingtou, D. C.

UNITED STATES GUNBOAT SENECA,
Port Royal, S. C., January 3, 1862.

SIR: The circumstances which prevented a fulfilment of your verbal instructions, on the evening of the 31st, are known to you. After obeying your signal to come within hail, we left at sunset, accompanied by the Ellen, Acting Lieutenant Budd. We soon found ourselves out of the channel, and anchoring in three fathoms water, the Seneca swung and grounded on a shoal. We soon succeeded in getting off, but as it was near high water of spring tide, I was not willing to risk the co-operation of the vessels by attempting to run the somewhat intricate channel of Broad river after night.

At early daylight of January 1st we were again under way. At about 8 a. m. we entered Whale branch, and after about two miles run, were boarded by Captain Elliott, 79th Highlanders, who showed me his orders from General Stevens. As they were entirely definite, I did not hesitate to lend our full co-operation to the objects named, but as they differed somewhat from my instructions, I asked a copy.

A mile higher up Captain Elliott pointed out a supposed earthwork at about ten seconds range. The channel being narrow we anchored with a kedge at each end, and opened with 11-inch and 20-pound rifle. The vessel dragging in the direction of the earthwork and bringing up just beyond a five-second range induced me to weigh and get a little nearer. Anchoring with kedge astern and port anchor, and afterwards by the help of the mainsail, we were enabled to shell the locality of the earthwork and adjacent woods effectually, in which we were ably seconded by the Ellen.

Captain Elliott embarked about three hundred men and landed on the site of the earthwork, and by means of signals indicated to us the position of the enemy, in sight from his pickets. We again opened fire, and sweeping the woods with shell, soon received another signal to cease firing. On examination by them it was found that a platform was complete for a heavy gun, and the

earthworks themselves capable of mounting a number. Everything destructible was destroyed by fire: platforms, the wood-works of the magazine, and the woods in which the works were hidden. In shelling the earthworks and neighboring woods we expended twenty-three 11-inch shell, eleven 20-pound rifle, eight 24-pound howitzer shells, and ten 24-pound shrapnel.

About 2.40 p. m. the Ottawa, Commander Rodgers on board, having come within signal distance, and being abreast of Port Royal ferry, made signal to come within hail, but owing to the lowness of the tide we were unable to comply, getting aground in the attempt. The Ellen, however, at 8 p. m. was able to obey the signal.

We learned in the morning that four hundred rebel cavalry were within a thousand yards of our anchorage. At a plantation they set fire to cotton and corn-houses, driving off the young negroes, and leaving the decrepit without the means of subsistence.

At 10 a. m. on January 2, by order of Commander Rodgers, we got under way, and after a short detention on another sand-bank, succeeded in reaching Port Royal ferry, and by order commenced shelling the enemy's encampments, expending in doing so nine 11-inch shell and six 20-pound rifle. We took four scows in tow belonging to the army, and brought them to Beaufort from Port Royal ferry, by order of Commander Rodgers; and being directed to follow signals of the Ottawa, any further report is deemed unnecessary.

I have the honor to be, very respectfully, your obedient servant,

DANIEL AMMEN,
Lieutenant, Commanding Seneca.

Flag-Officer SAMUEL F. DUPONT,
Commanding South Atlantic Blockading Squadron.

Acting Volunteer Lieutenant J. B. Baxter's report of the burning of the schooner Prince of Wales.

FLAG-SHIP WABASH,
Port Royal Harbor, South Carolina, January 7, 1862.

SIR: I have the honor to inform the department that on the 24th ultimo the Gem of the Seas, Acting Volunteer Lieutenant Commanding Baxter, ran on shore and burned the British schooner Prince of Wales, of Nassau, New Providence, (on the list of vessels furnished by the department,) laden with salt and oranges, at North inlet, nine miles to the northward of the entrance to Georgetown. His report is enclosed. * * * * * * * *

I am, sir, respectfully, your obedient servant,

S. F. DUPONT,
Flag-Officer, commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES BARK GEM OF THE SEAS,
Off Georgetown, South Carolina, December 25, 1861.

SIR: About half-past seven o'clock yesterday morning, as we were cruising off the north end of North island, wind from north, saw a schooner running down the coast, close in shore. We immediately tacked and stood to the northeast, in order to cut her off; she then hauled to the wind, and stood in for the land. We immediately tacked ship again, hoisted our colors, and stood in for

land. As she did not show her colors, we fired a shot across her bows, to which she paid no attention. We then gave her another shot, which fell astern of her. A third shot was then fired, which we afterwards discovered went through her bulwarks, cut in two a spar lying on deck, then struck a cask of water, and glanced through her deck into the hold. Four more shots were fired at her, which did no execution. As the last shot was fired she passed into the north entrance, and after running about a quarter of a mile inside the point, ran aground. One of her boats was immediately lowered and pulled with all haste up the creek. The creek, or channel, could be plainly seen from the mast-head. We were then laying too, about two miles from land, in five fathoms water. We lowered the first cutter without delay, and sent Mr. Coffin, (master's mate) towards shore to take soundings. At this time a sail was reported bearing south-east from us, which we soon made out to be the United States steamer James Adger. The captain's gig was then lowered, and Mr. H. A. Clark, (executive officer.) was sent in to reconnoitre; and soon after the schooner was reported to be on fire, and two boats pulling away from her up the creek for dear life. On coming up with the first cutter, Mr. Clark joined Mr. Coffin, sent his own boat back, pulled inside the bar and boarded the vessel, which proved to be the English schooner Prince of Wales, of Nassau, New Providence, loaded with fruit and salt. Her cabin was in flames, and the wind was blowing the fire forward. As the tide was rising, she soon swung off, when he let go her anchors; this brought her head to the wind, and took the fire over her stern; after which Mr. Clark left her and pulled for the bark to report. In the mean time we had lowered the second cutter and sent Mr. Provost (acting master) to the assistance of Mr. Clark. Signals for assistance were also set for the steamer, but she only came within two miles of us, and there lay, without answering them, for at least two hours. The second cutter went in and boarded the schooner, passing Mr. Clark on his return about a quarter of a mile outside the breakers. Mr. Provost immediately set all hands to work to check the fire, hoping to save the schooner and bring her out to sea. Having no buckets, the whole complement of cooking utensils, such as saucepans, kettles, coffee pots, &c., were brought into requisition, and, after an hour's hard labor, throwing water and sprinkling salt over the burning timbers, the fire was subdued. By this time Messrs. Clark and Coffin had returned, and we at once hauled up the anchors and attempted to tow her out. Another boat then came alongside from the bark, under charge of Mr. Molloy, (master's mate.) They succeeded in towing her out of the creek, when a fire was opened upon them with rifles from the main land, the bullets dropping and skipping around them so thick and fast that they attempted to turn from the channel and find a passage to tow her through the breakers; she soon grounded, however, and finding no passage except through the channel, which runs close under the land, within 150 yards of the beach where this company of riflemen were stationed, they were obliged to abandon the schooner, but not until they had kindled good fires fore and aft. The second cutter, in charge of Mr. Provost, was detained some time longer than the other boats, in order to get the fire well started; when, as she crossed the breakers, eight rebels made their appearance on the point (having crept along on the outside of the island while they were inside) and opened a brisk fire upon the boat, which was returned from all the boats. None of our men were injured, although the bullets fell over and around them as fast as the scoundrels could load and fire their pieces.

The steamer came within hailing distance in the afternoon, and, after having a consultation with Captain Marchand, we sent in fire-boats (two from the bark and three from the steamer) to blow the schooner to pieces, fearing that, otherwise, she might not be effectually destroyed.

But, on reaching the breakers, the tide was found to be entirely too low for the boats to enter, and we were obliged to abandon the attempt. On turning to

leave, our boats were greeted with terrific yells from the rebels on the island, and also with another charge of musketry, but received no injury.

The schooner is still burning this morning, and her masts have gone overboard, and I have no doubt that she and her cargo are hopelessly ruined.

I am, respectfully, your obedient servant,

J. B. BAXTER, *Commanding.*

Commodore S. F. DUPONT,
Flag-Officer, South Atlantic Squadron.

Reports by Lieutenant Commanding Ammen of occurrences in North Edisto river from December 24, 1861, *to January* 21, 1862, *inclusive.*

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., February 1, 1862.

SIR: I have had the honor to forward to the department the report of Commander Drayton of a reconnoissance in South and North Edisto. I have, since this reconnoissance, always had one or two ships in North Edisto, and I herewith enclose three interesting reports of Lieutenant Commanding Ammen, of the Seneca, detailing occurrences there up to a very recent period.

Respectfully, your obedient servant,

S. F. DUPONT,
Flag-Officer, Comd'g South Atlantic Blockading Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy.*

UNITED STATES GUNBOAT SENECA,
Port Royal, S. C., December 29, 1861.

SIR: In obedience to your order of the 23d instant, I have to inform you that the Seneca entered North Edisto harbor on the noon of the following day. Not having taken the precaution to run up the distance and anchor off the port in the morning, owing to a strong northwest wind and consequent current, we found ourselves at daylight near Charleston.

We found the Penguin at North Edisto, and that the blacks under her charge on Botany Bay island were constantly increasing in number, amounting, at this time, probably to between seven and nine hundred. They have built huts and appear contented, but I fear their supplies of corn will soon fall short, owing to their improvidence and the limited extent of country over which they range.

I bring from the Penguin three prisoners, white men, who were taken by the negroes on Edisto island and brought on board of that vessel by them. They are, doubtless, the three men alluded to in my verbal report of the 22d. I found, at the works of the enemy on the west point of Edisto harbor, 141 8-inch shell buried in the sand; they were saboted, filled, and fuzed. Owing to their exposure I thought the fuzes defective, even if ever of good quality, and therefore carried the shells to the low-water mark to prevent accident on the removal of the fuzes. The shells themselves are not of such quality as we would wish to use in our service.

On the morning of the 26th, owing to exact information that the house of Mr. King was again the quarters of rebels, this vessel went up the river, and from a convenient locality shelled the premises, and also a wood on White Point, in which a number of cavalry had taken refuge. They left in haste, and, I am informed, with the loss of a man killed or wounded. I learned yesterday evening that on the 26th one thousand additional men had arrived at the localities mentioned, and that on the 27th two heavy field-pieces of artillery had been brought, and that on the 28th six additional pieces had arrived, two of which had been carried to some point that I could not ascertain. On this morning the

Seneca, accompanied by the Penguin, Lieutenant Commanding Budd, shelled the locality and some fifty cavalry, who took to flight. Not doubting the fact of heavy pieces of artillery having been brought and not yet in battery, I regarded it as of sufficient importance, and falling within my instructions, to communicate with you without delay.

It may be well to state that Wadmelaw, John's, and some parts of North Edisto islands, are infested with gangs of rebel cavalry, whose principal, if not sole, object is to drive the negroes into the interior. We understand there is a large encampment within three miles of Rockville, and that at low tide they visit that locality; but not wishing to injure property, and bearing in mind your order to that effect, I have not shelled it. I have established a beacon and range on the southwest side of North Edisto harbor, and found it to answer well for our draft of water, but will reserve sailing directions until we have had an opportunity of making soundings in the vicinity of the range and over the bar.

Bearing in mind your inquiry as to the use of Stono as a port for Charleston, I have to inform you that one of the prisoners appears to have exact information on that point.

I have the honor to be, &c.,

DAN'L AMMEN,
Lieutenant, Commanding Seneca.

Flag-Officer S. F. DUPONT,
Commanding South Atlantic Blockading Squadron.

UNITED STATES GUNBOAT SENECA,
North Edisto Harbor, January 8, 1862.

SIR: I have the honor to report that at 8 a. m. of the 5th we entered the port of North Edisto, having left Port Royal at 4 p. m. of the 4th instant. The Penguin, Lieutenant Commanding Budd, was in command of these waters. The colony has largely increased, numbering, probably, one thousand negroes.

On the 2d or 3d the Penguin went up to Bear bluff, particularly to enable the negroes to get a supply of maize. They brought away one hundred bushels, and burned the remainder, and also the house occupied by rebel soldiers, who had fired upon them. I have encouraged the collection of maize and other food, and have no apprehensions of immediate want.

On the morning of the 7th the Seneca proceeded up to White Point, accompanied by the Penguin. We found King's house apparently deserted, and only a few mounted pickets at James Legare's, and ascertained that they no longer used the houses as barracks.

The rebels have brought nine pieces of field artillery, no doubt for our benefit should we get aground near White Point. This, I suppose, is the heavy artillery mentioned by a former report. I regard it as advisable, and perhaps necessary, that two vessels should be here, and also, if the army do not intend to occupy this important point, that all the blacks who desire to leave should have the opportunity. This would, no doubt, avoid, in some measure, the exertions which will otherwise be made, sooner or later, to capture them.

The prisoner, a Mr. Black, is well known to the blacks, who appear to regard him with great suspicion. You will remember him as the person sent up to me, and to be released. Owing to their fears, I continue to hold him, and shall do so several days longer.

I have the honor to be, very respectfully, &c.,

DAN. AMMEN,
Lieutenant, Commanding Seneca.

Flag-Officer SAMUEL F. DUPONT,
Commanding United States Naval Forces in the Southern Atlantic.

UNITED STATES GUNBOAT SENECA,
Port Royal, South Carolina, January 21, 1862.

SIR: I have the honor to report that about the 15th instant a party of seven, headed by a man named Magraw, who, I understand, has been a prisoner and was released, came to Edisto island, from the western side, and took some two hundred bags of cotton, carrying it to the main land.

As stated in my report of the 8th instant, I have endeavored to impress upon the negroes the necessity of obtaining supplies, and for that purpose they have visited the plantation of John Townsend, which lies within range of 11-inch gun, from near the usual anchorage at North Edisto. On Sunday (19th) two negroes, who went up early and in a heavy fog, narrowly escaped being shot or captured by a party of soldiers; the number seen was estimated at twenty. One of the negroes was shot through his clothing. As soon as the fog cleared away I took the vessel in position which would enable us to see to the best advantage, and as no signs of life appeared, did not throw shells.

It is understood from negroes that considerable supplies of cotton may still be found on Edisto island if a reconnoissance in force should be made. If that is not contemplated, or its occupation, I fear the colony, now numbering about one thousand two hundred, will be in want of food, perhaps within a fortnight. As every party going after maize will have to be accompanied by armed boat's crews and a howitzer, I fear that collecting food over the country will fall below or hardly exceed the consumption.

The bad weather, and the absence of other vessels, have prevented taking soundings over the bar and forwarding directions for crossing, and also a particular examination of the bar off Stono, if it could have been done without prejudice to the duties assigned me.

I learn from the negroes that they have small quantities of cotton hidden in various localities, and small quantities unginned are to be found on nearly all of the plantations on Edisto island, the soldiers not having been there to burn the cotton-houses, as they did on the opposite shores, on the arrival of the Pawnee, accompanied by this vessel. I would think it advisable that the officer controlling these waters should know whether it is desirable to induce the negroes to bring the cotton in and to gin all that can be reached; and if so, what amount of compensation would be allowed them per pound, or otherwise.

It is understood that supplies of maize are much needed in Charleston and elsewhere. I have accounts of several lots that were on Wadmelaw and John's islands having been removed, and think the incursions mentioned on Edisto are to effect the same object, as well as the removal of the cotton crop supposed to be there.

The force of a gunboat is so limited as not to admit of landing a formidable party. On that account I have not deemed it advisable to land, and did not intend to do so, except, from time to time in the immediate vicinity of the water, for the protection of the negroes in obtaining their necessary supplies. You will perceive how advantageous to our purposes a reconnoissance in force would be, even if continued only one or two days.

It is worthy of note, as indicating the changes in the blacks, that now they express themselves most anxious to obtain arms. The black man who has general superintendence of the colony, wished to land his forces in Rockville and drive the soldiers back, expressing the utmost confidence that with about twenty old muskets that they had picked up, many of them with flint locks, he would be able to effect his object.

Upon the arrival of the Crusader, Lieutenant Commanding Rhind, off Edisto bar yesterday morning, the Seneca stood out and piloted her into the harbor, barely getting in before a dense fog set in, which continued until it was not possible to reach Port Royal that evening with the strong head wind then blow-

ing. At 5.30 a. m. to-day we were under way, and stood up to White Point, Lieutenant Commanding Rhind on board, in order that he might see certain points, and that I might note any change of interest for your information. We found no guns in position, but a body of horsemen fifty or a hundred strong, and expended three 11-inch shells in getting them in motion.

Mr. Black, the prisoner who was sent for release, appears to be very much dreaded by the negroes; they fear his being able to communicate information to their prejudice, and on that account, much against my inclination, I continue to hold him on board of this vessel, deeming it prudent that he should be held until a force is sent to occupy that point, or, at least, until it is possible for you to spare another vessel. A party of negro men, anxious to obtain work, asked a passage to Port Royal; I have brought them and their families, numbering, perhaps, fifty persons.

I have the honor to be, &c.,

DANIEL AMMEN,
Lieutenant, Commanding Seneca.

Flag-Officer S. F. DuPont,
Commanding South Atlantic Blockading Squadron.

Flag-Officer Dupont encloses "several interesting reports" from Lieutenants Commanding Nicholson and Truxtun, of operations in St. Helena sound, S. C.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., February 3, 1862.

SIR: I had the honor, in a previous despatch, dated the 23d of December, 1861, to forward to the department the report of Commander Drayton's reconnoissance in North Edisto and adjacent waters.

The Isaac Smith, Lieutenant Commanding Nicholson, and the Dale, Lieutenant Commanding Truxtun, have been holding possession of St. Helena sound, and I have the honor of forwarding several interesting reports made to me by Lieutenant Commanding Nicholson, dated December 13 and January 14, and by Lieutenant Commanding Truxtun, dated December 27 and January 13.

Respectfully, your obedient servant,

S. F. DUPONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy.*

UNITED STATES STEAMER ISAAC SMITH,
St. Helena Sound, December 13, 1862.

SIR: I have the honor to make the following report of my movements since Commander Drayton left me in charge of this place:

On the 10th instant went up the Ashepoo as far as the fort on Fenwick's island, taking with me boats from the Dale, her marine guard and forty men, with officers; also twenty contrabands, with their boats, to get potatoes. Observed no change since my previous visit. Brought down and landed on Otter island, near the fort, (which I have named Fort Drayton, after Commander Drayton, of the Pawnee,) a quantity of lumber, corn, a corn-mill, two horses,

one cart, and other articles to make the contrabands comfortable. Three contrabands came in during the day, reporting the rebels to be obstructing the river about ten miles above where we had been. Sent them on the island.

On the 11th instant, discovering two vessels outside, stood out to ascertain their character. Finding them transports with troops to garrison this place, stood back to the anchorage and made all preparations for turning Fort Drayton over to the army. At four o'clock, the hour agreed upon, I went ashore with Lieutenant Commanding Truxtun and several officers from each vessel, and formally turned over Fort Drayton, with all the property, contrabands, &c., to Colonel Welsh, the commanding officer of the army, my men marching out of the fort as his men marched in.

On the 12th instant again went up the Ashepoo, taking the marines of the Dale, and having Colonel Welsh, of the army, and Lieutenant Commanding Truxtun as passengers. Landed the party at Fenwick's Island fort, to make a reconnoissance, and when finished, stood up the river as far as Mosquito creek. Seeing a picket of several mounted men at a house which, on a previous visit, I had discovered to be their headquarters, I fired at them, once with a rifled shot, and again with an eight-inch shell. This driving them to the woods, I landed the Dale's marines, and then went on shore and burnt their quarters. Proceeded back to anchorage off Fort Drayton.

I am, respectfully, your obedient servant,

J. W. A. NICHOLSON,
Lieutenant Commanding.

Flag-Officer S. F. DUPONT, *U. S. N.*,
Commanding South Atlantic Blockading Squadron.

UNITED STATES SHIP DALE,
Otter Island, St. Helena Sound, S. C., December 27, 1861.

SIR: I have to make the following report:

Last evening (26th instant) Colonel Thomas Welsh, fifteenth Pennsylvania volunteers, commanding the post on Otter island, informed me that his picket guard on the upper end of Fenwick's island had seen a small schooner cruising about in the South Edisto river. I therefore despatched, at an early hour this morning, the launch and first cutter, with the marine guard, under the command of Acting Master William Ottiwell and Midshipman Silas W. Terry, to capture the schooner, and also to make a general reconnoissance of both banks of the river as far up as time and circumstances would permit. The boats returned at nine o'clock this evening, without having seen the schooner. Mr. Ottiwell reports all the houses on Bailey's and Raccoon islands to be standing in apparent good order, *but the plantations entirely deserted.*

There being no sign of secession forces on the upper side of Raccoon island, he proceeded on, in obedience to my instructions, to Pine Landing to rest the men. He there found a large deserted house. Having placed picket guards, the men were sent to dinner; a few minutes after, the guard reported seeing a carriage through the woods driving down the road. Mr. Ottiwell, with a detachment of marines, at once started in pursuit. After going a few hundred yards and turning a bend in the road, he came upon a cart half loaded, with the horse harnessed to it, standing in a potato field. He also saw a carriage driving rapidly down the road towards Eddingsville. After thoroughly examining the neighborhood and convincing himself that the place had just been hastily abandoned, he returned to his boats and proceeded up the river to a house reported by the negro pilot as belonging to Governor Aiken, in the porch of which a white woman was standing watching his movements.

When about fifty or sixty yards from the house two persons in the uniforms of officers stepped out of the house and placed their muskets against the railing of the veranda; they were almost immediately followed by some ten or twelve armed men. One of the officers invited Mr. Ottiwell to land. On being asked, "Who are you?" he replied, "Pickets of the fourth South Carolina regiment. Come on shore, I tell you."

On Mr. Ottiwell declining to do so, the whole body immediately fired a volley at the boats and took shelter behind the oak trees and shrubbery, from where they continued their fire till dislodged by canister from the boat gun and the musketry of the marines and boats' crews, when they fled behind the house for refuge. A shell thrown through the house forced them to take flight along a road leading to a village of negro quarters about a mile distant. Mr. Ottiwell continued to throw shell after them as long as they remained in range, and maintained his position in front of the house for twenty-five minutes, after which he slowly retired down the river, without a single man wounded or a boat struck.

From the fact of the bridges being destroyed, I am inclined to think that it is the lower or eastern end of South Edisto island only that has been abandoned, and that the western portion is still had in quiet possession by the rebels. Although the expedition has not been productive of any visible results, I trust the sudden and evidently unexpected presence of our boats will prove to them that we are not sleeping on our watch.

I am, very respectfully, your obedient servant,

W. T. TRUXTUN,
Lieutenant Commanding.

Flag-Officer S. F. DUPONT,
Commanding South Atlantic Blockading Squadron, Port Royal, S. C.

UNITED STATES STEAMER ISAAC SMITH,
St. Helena Sound, January 14, 1862.

SIR: I have the honor to make the following report of my movements:

On the 1st instant went up the Coosaw, and visited Ladies and Coosaw islands; brought down fresh provisions for ship's company, and returned to anchorage off Fort Drayton on the 2d instant. On the 3d went up the Ashepoo, and remained wooding and watering ship until the 8th. On the 9th I went, with a company of volunteers, about one mile above Mosquito creek. A party of mounted rebels retreated to the woods upon our appearance, their movements considerably hastened by a shot from the rifled gun. I landed and made a complete reconnoissance, but found no signs of any aggressive movements. Off Mosquito creek seven contrabands came alongside, and reported themselves as having escaped from Jacksonborough railroad depot. They had been one month on their way here; they saw but few soldiers, about one company at "Matthews's" house, on Bear island; a fort, with four guns mounted, at Wilton; no other information. I landed them on St. Helena island.

Having authorized an expedition up the South Edisto, on the 10th instant Lieutenant Commanding Truxtun, in command of two hundred men, started, Acting Master Gregory, of this vessel, accompanying him. They returned on the 12th. I forward Lieutenant Commanding Truxtun's report to me. Officers and crew all well.

Respectfully, your obedient servant,

J. W. A. NICHOLSON,
Lieutenant Commanding.

Flag-Officer S. F. DUPONT,
Commanding South Atlantic Blockading Squadron.

UNITED STATES SHIP DALE,
St. Helena Sound, S. C., January 13, 1862.

SIR: I have to inform you that on the 9th instant Colonel Thomas Welch placed companies H and K, forty-fifth Pennsylvania volunteers, numbering one hundred and thirty-one rank and file, under my command. With these two companies, and a detachment from this ship of seamen and marines, numbering in all two hundred and five fighting men, I left this ship on the morning of Friday, the 10th instant.

We visited Bailey's island; found it entirely deserted by both whites and negroes, but well stocked with cattle, sheep, and horses. We then proceeded up Bailey's creek to the Episcopal church, visiting many plantations on the way, but seeing no signs of an enemy.

On the 11th we marched from the Episcopal church to Bailey's landing on the North Edisto river, from which we saw a gunboat about two miles to seaward of us, supposed to be the Seneca.

On the 12th, at 4 p. m., reached the ship, having been absent two nights and three days. During the expedition we visited many fine plantations and elegant residences. The negroes had removed and secreted in their quarters most of the furniture that had been left by their masters. Great care was taken that nothing should be removed from any of the plantations, excepting a few books, light novels, magazines, and sufficient forage to support the party. Both the volunteers and seamen deserve credit for their general good conduct.

Very respectfully, your obedient servant,

W. T. TRUXTUN,
Lieutenant Commanding.

Lieut. Com'g J. W. A. NICHOLSON,
Senior Officer present.

Flag-Officer DuPont with reference to contemplated attack on Fernandina.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., February 8, 1862.

SIR: I have the honor to inform the department that I have been making preparations for some time past for the attack on Fernandina, by calling in the appropriate vessels (which involved many changes in the blockade) and by filling up the supplies of coal and provisions. In some particulars my supply of ammunition is short, but a movement like that which I have now in contemplation keeps so many vessels idle during the period of equipment that I will not put it off on that account. I am waiting now for settled weather. A brigade, under Brigadier General Wright, forms part of the expedition, and it affords me great pleasure to say that General Sherman will accompany it himself.

In the mean time I have, in conjunction with the military commander-in-chief, made a study of the best mode of cutting off the communication between Fort Pulaski and the city of Savannah. For this purpose military and naval reconnoissances had been pushed in boats, on the east side through Cooper river, Bull river, and Wall's cut, into Wright river; and on the west side into Little Tybee river or Freeborn's cut. Obstructions were met with in Wall's cut, consisting of a double row of piles and a hulk. The former were removed by the army sufficiently to clear the passage.

At this stage of the proceedings it was found expedient to send one or more gunboats into Wright river to make a careful survey of the passage around Cunningham's point into Savannah river, and a survey, also, of Mud river. It was decided by General Sherman and myself, in conference, to make a simulta-

neous movement on the opposite side, through Freeborn's cut and Wilmington narrows, which should serve as a demonstration to cover up our real purpose of an attack on Fernandina, and as a reconnoissance to answer the following inquiries: First. Whether there were any troops or batteries on that side of Wilmington island. Second. Whether the cut or narrows was navigable for gunboats with facility. Third. Whether the channel of Savannah river could be commanded from it, or whether the distance across the intervening marsh was too great. Fourth. The direction and termination of this creek or narrows to the northward. And lastly, whether gunboats could lie in security in the creek without the efficient support of troops and guns on shore.

To carry out these views two of the regular gunboats and four of the small armed steamers were placed under the command of Fleet-Captain C. H. Davis, who was accompanied by Commander C. R. P. Rodgers. The transports containing the troops destined for Fernandina accompanied the naval detachment, and were left at anchor in Wassaw sound. For the circumstances and results of this demonstration and reconnoissance, I have the pleasure to refer you to the report of Captain Davis, accompanying this despatch.

Very respectfully, your obedient servant,

S. F. DUPONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

FLAG-SHIP WABASH,

Port Royal Harbor, S. C., February 1, 1862.

SIR: I have the honor to inform you that in obedience to your orders, I got under way on Sunday morning, the 26th ultimo, and sailed from this harbor, having under my command the gunboats Ottawa, Lieutenant Commanding Stevens; Seneca, Ammen; and the armed steamers Isaac Smith, Nicholson; Potomska, Watmough; Ellen, Master Commanding Budd; Western World, Gregory; and the two armed launches of this ship; and having in company the transports Cosmopolitan, Delaware, and Boston, on board of which were the 6th Connecticut, the 4th New Hampshire, and the 97th Pennsylvania regiments, in all twenty-four hundred men, commanded by Brigadier General H. G. Wright. Commander C. R. P. Rodgers accompanied the expedition. The vessels anchored in Wassaw sound the same evening.

On Monday morning General Wright came on board the Ottawa, in which ship I was, bringing with him Major Speidel, commanding the battalion, and company C, of the Connecticut 6th; he also sent company D, of the same regiment, on board the Seneca, where Captain Rodgers had taken up his quarters. The commanding officers repaired on board by signal, when the plan of operations was explained to them.

Owing to the shoalness of the bar and channel, it was not until half-past 8 o'clock that I entered Little Tybee river or Freeborn cut, and it was half-past 1 before I passed Fort Pulaski at the nearest point. The fort was not prepared for an enemy on this side, and did not fire into the vessels. But preparations were immediately set on foot to receive us on our return. The distance is that of a long range with a rifled gun, or one of heavy calibre.

After coming up with and passing the high land on Wilmington island, the further progress of the gunboats was arrested by a blockade of heavy piles driven in a double row across the channel. The vessels were anchored and boats were despatched from every one of them to examine the numerous creeks leading to the river, and to make a reconnoissance of the main stream. Captain

Rodgers landed with the armed launches and a detachment of troops, to scout and determine whether there were then, or had been, any batteries or guns in position on this eminence, and whether there were marks of recent occupation by troops; the regiment of City Light Guards, from Savannah, composed of very young persons, has been stationed at Scriven's. No earthworks were found, but traces were discovered of horsemen, who must have been on the spot very lately.

At 5 o'clock the confederate steamers, five in number, one of them carrying the square flag at the fore, (probably Commodore Tatnall's,) came to anchor at the mouth of the creek. They had it in their power to choose their distance, and this led to the expectation of an attack, but the night passed quietly. At this hour Captain Ammen passed the marsh and cut the telegraph wire leading from Fort Pulaski to the city.

After breakfast on the morning of Tuesday, the 28th, the surveys and examinations were received; and I am deeply indebted to General Wright for taking an active part in them all, and forming, from personal examination, his conclusions as to the military seizure and occupation of Wilmington island, to which General Sherman and yourself had called my particular attention.

At 11.15 the five steamers composing the fleet of Commodore Tatnall (as it is supposed) attempted to pass down the river with scows in tow. Captain John Rodgers, who lay at anchor in Wright river, and myself opened fire upon them, which they returned with spirit. The result of the engagement, which lasted less than half an hour was, that Commodore Tatnall and one of his squadron were driven back; the other three escaped injury, apparently, and made good their passage down to Fort Pulaski.

At 2 o'clock the latter returned up the river, and the firing was resumed. They had waited for low water, and were so well protected by the banks of the river, while we ourselves were lying in a natural trench or moat, that the harm inflicted upon them was entirely disproportionate to the amount of ammunition expended. Their shot, which would have easily reached us by ricochet on the water, were generally spent in force before they arrived at the creek in which we were anchored. We have been told by a contraband, since come in, that one of the steamers sunk at the wharf after getting to the city, and we could see with our glasses that some of our shells took effect.

The practice of the day was very instructive. At 4 o'clock on Wednesday morning I came down the narrows, passing the range of Fort Pulaski before daylight; and, leaving the other vessels in Wassaw sound, I returned to this place by the way of Tybee roads and Calibogue sound.

As a demonstration, the appearance of the naval and military force in Wilmington and Wassaw sounds has had complete success. Savannah was thrown into a state of great alarm, and all the energies of the place have been exerted to the utmost to increase its military defences, for which purpose troops have been withdrawn from other places.

As a reconnoissance the results are satisfactory. We have improved our knowledge of these obscure and intricate passages. We have ascertained that Wilmington island is abandoned not only by the enemy's troops, but even by its inhabitants; that this cut or narrows can be navigated by gunboats without difficulty, but, on account of the width of the marsh, opposite to the high land on Wilmington island, that the channels of Savannah river cannot be advantageously commanded from this point at any time, and especially at low water; that gunboats could not lie in safety in any part of the narrows, unless Wilmington island were occupied in force, on account of the advantages it possesses for constructing masked batteries, and the protection it affords to riflemen and skirmishers.

In the event of my arriving at an unfavorable conclusion in respect to the naval occupation of this passage, you directed me to consider the propriety

of placing in it some obstructions which would render it useless to the enemy. In this respect he has anticipated our wishes; but the obstructions can be removed hereafter, if desirable.

During the engagement of Tuesday, Colonel Rosa, commanding at Tybee, sent an aid to me with an offer of additional troops. I beg leave to call your particular attention to this act of courtesy and display of public spirit.

While all communication between Captain John Rodgers, in Wright river, and myself, in Wilmington narrows, by means of navy signals, was very difficult or wholly impossible, the communication with army signals was easy and perfect. I recommend, therefore, their use in the naval service.

The conduct of the officers and men has been, as always, entirely satisfactory. My special acknowledgments are due to General Wright for prompt and efficient service, voluntarily given, and to Commander C. R. P. Rodgers, whose zeal in the public service and superior ability render his aid, wherever directed, a most valuable accession.

I have the honor to be, very respectfully, your obedient servant,

C. H. DAVIS,
Fleet Captain South Atlantic Blockading Squadron.

Flag-Officer S. F. DUPONT,
United States Navy, Commanding South Atlantic Blockading Squadron, Port Royal Harbor, South Carolina.

Report of the Crusader's proceedings in North Edisto, by Lieutenant Commanding A. C. Rhind, February, 1862.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., February 15, 1862.

SIR: I have the honor to forward a copy of an interesting report of Lieutenant Commanding A. C. Rhind, of the Crusader, dated February 7, detailing proceedings in North Edisto since the departure of the Seneca. General Sherman has sent a small regiment of soldiers to North Edisto.

Very respectfully, your obedient servant,

S. F. DUPONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

UNITED STATES STEAMER CRUSADER,
North Edisto, February 7, 1862.

SIR: I have received this morning, by the Blunt, your communication of the 5th instant, with the mail for this vessel.

Since the departure of the Seneca there has been a larger addition to the colony of negroes on Botany Bay island, and, taking the number as estimated by Lieutenant Ammen at that time at 1,000 to 1,100, there must be at present at least 1,400 collected there.

On the 23d instant word was brought to us late in the day that some confederate troops had landed on Edisto island, and were moving off and shooting the blacks. We got under way at once and went up the river, found about 100 to 150 blacks collected at Point of Pines wharf, despatched boats from the colony to

carry them down, and proceed up the river to the mouth of Steamboat creek, and fire some shell at the houses where the troops were reported to be. At dusk anchored again at Point of Pines, when another party of blacks had meantime collected, and remained there until they had all escaped below. Some 200 were thus added to the colony. Since that time they have been constantly coming in in small parties. On the 26th we went up the river to enable the blacks to collect some some corn at the plantations on Steamboat creek. I went into the creeks with our boats, and, finding the negroes engaged in plundering the houses instead of getting corn, I ordered them off. I have endeavored to check their propensity to plunder, but with only partial success. On the 3d inst. (having previously sounded out the creek) I succeeded in getting this vessel into Rockville creek, and anchored her at about 1,300 yards from the village to make a reconnoissance of the place, it having been made known to us that the enemy were occupying it. I approached the place with a boat, accompanied by a large flat that we had prepared to carry the howitzer. On nearing the landing we were fired into. Our boats having their ensigns set, we returned the fire with the howitzer, but, unfortunately, the bows of the flat gave way at the second discharge. Having ascertained all that I desired at that time, the boats were ordered to return to the vessel. Owing to the narrowness of the channel, we were unable to spring our vessel to get our guns to bear until nearly sunset, when the flood tide made. As she swung we threw into the place six 10-second shell, all of which burst in and about the houses. The flat is being again refitted, and I propose, when the tide serves at the proper time of day, to re-enter the creek with the vessel, and, after shelling the place, to destroy it by fire. I learn that there are about 150 troops of the enemy lodged in the woods in the rear of the village, and that they have three guns, (field-pieces, I judge.) I place no particular reliance on the information afforded by the negroes, but I have satisfied myself that the place is made use of as a rendezvous and point of observation.

On the 4th we went up this river as far as the mouth of the Dawho. I sounded out the mouth of that river, and ascertained that vessels of eleven to thirteen feet draught can enter it sufficiently far to land a force abreast the plantation of Legare, where a constant lookout has been kept by the enemy. Lieutenant Ammen threw some shell at them there. The morning he left I accompanied him on that occasion, that he might point me out the locality. On the occasion of our last visit I saw no signs of them being there, but observed a number of people (said to be confederate cavalry) on the other side of the river, at Bear bluff.

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Very respectfully, your obedient servant,

A. C RHIND,
Lieutenant Commanding.

Flag-Officer S. F. DUPONT,
Commanding South Atlantic Blockading Squadron, Port Royal.

Commander John Rodgers's report of surveys and examinations in Wright and Mud rivers, South Carolina.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., February 18, 1862.

SIR: I have the honor to transmit to the department an interesting report of Commander John Rodgers, giving an account of his surveys and examinations in Wright and Mud rivers, made for the purpose of obtaining a practicable channel, in one of these directions, into Savannah river.

At this same time Commander Rodgers, having latterly under his command a large force, consisting of the four regular gunboats and two of the small armed purchased steamers, has rendered the most efficient support and protection to the military parties engaged in erecting a battery on Venus Point, Jones's island, to obstruct the supplies from Savannah to Fort Pulaski.

Very respectfully, your obedient servant,

S. F. DUPONT,

Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER FLAG,

Port Royal, South Carolina, February 18, 1862.

SIR: Upon my return to this place this morning, I have the to honor report my proceedings at Wright river, one of the approaches to Savannah.

Wright river has two entrances into Savannah river, one by its mouth, the other through a tributary called Mud river; there is still a third, comparatively shallow, however, near its head, opposite Fort Jackson. Mud river is bare at low spring tide, but at high water spring tide, the bottom being semi-fluid, a gunboat can pass through.

The mouth of Wright river has a bar across it, with four feet of water at low tide, and about eleven feet at ordinary high tide.

A short part of the channel, where it bends into the Savannah river, is distant from Fort Pulaski one and three-quarters of a mile, and consequently within range of its guns, but too far off to be very dangerous. Both these passages were examined and staked. In marking the channel of Wright river, on the first day, they fired at the boats in charge of Lieutenant Commanding Bankhead, to whom I had intrusted this service. The shot fell within a few yards of our party; but as they did not interrupt the operation, the enemy apparently concluded that it was a waste of powder, and on no subsequent occasion was the firing repeated.

Preparatory to coming away, the Hale, Captain Foster, and the Western World, Captain Gregory, were placed near the mouth of Mud river, in order to cover the approach to the battery erected at Point Venus. This their position enables them successfully to do.

While there they had, on the 14th instant, a smart engagement with four vessels of Commodore Tatnall's fleet, which they, in conjunction with the battery on shore, drove back. One of the officers of the Unadilla, who was employed securing a boom, declares that he and his boat's crew all distinctly heard a shot from one of the gunboats crash through the side of a rebel steamer. Captains Foster and Gregory are both confident that several of their shot struck. The rebel gunboats, satisfied apparently that our force was too strong, returned to Savannah.

Agreeably to your order the Hale, in advance, is moored across Mud river, and has three of her guns on one side bearing up the Savannah river, and commanding that approach to Point Venus.

The Western World, moored parallel to the channel, has her battery sweeping the right flank of the guns on shore.

As you further directed, a very carefully made "boom," which the enemy had placed across New river, in front of the battery at Red bluff, was removed and moored across the mouth of Mud river, within reach of grape and canister from our gunboats. This prevents the access of fire-rafts, or of their being overwhelmed by boarders in boats.

I gave orders that at night, or in case of fog, or under any circumstances which did not permit the boom to be clearly seen, "picket boats," with properly arranged signals, were to be kept at it to warn them of the approach of an enemy.

I gave further orders that if, from any unforeseen circumstances, their vessels should be untenable, they were on no account to be surrendered; but the captains were to fire them, and with the crew to fall back in their boats through Wall's cut. As these gunboats are, at most stages of the tide, aground, it seemed proper to provide for this contingency.

Lieutenant Commanding Collins, of the Unadilla, was, agreeably to your orders, left in charge.

With the Seneca, Ottawa, and Pembina, I have returned to this place.

I have the honor to be, sir, your most obedient servant,

JOHN RODGERS,
Commander United States Navy.

Flag-Officer S. F. DUPONT,
Comd'g South Atlantic Blockading Squadron, Port Royal, S. C.

Reports on infernal machines discovered in Savannah river.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., February 18, 1862.

SIR: I have the honor to transmit herewith the reports of Commander John Rodgers and Lieutenant Commanding J. P. Bankhead, upon five infernal machines discovered in Savannah river, across the entrance to Wright river.

Accompanying these reports is a drawing of the machines in detail, which, examined in connexion with the enclosed reports, will render their construction and working perfectly intelligible.

Very respectfully, your obedient servant,

S. F. DUPONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

UNITED STATES STEAMER FLAG,
Port Royal, S. C., February 18, 1862.

SIR: I have the honor to report that during the buoying of Wright river, under the direction of Lieutenant Commanding Bankhead, a "torpedo," or "infernal machine," was discovered at the entrance of Savannah river, in the channel we had selected. It consisted of five metal cases, serving as air-chambers and buoys to five other chambers, and containing about thirty pounds of powder. These were so moored as to be covered by water at any stage of the tide when the bar was practicable for vessels, but they were exposed at low water.

One of them was brought by Lieutenant Commanding Bankhead on board of the Unadilla, where I was. Preparatory to examining its machinery, the powder chamber was laid bare; but I thought it too dangerous, with an unknown "torpedo," to proceed further until the powder had been washed out. To this end, I had it set upon a bank and a rifle ball fired through it, when it exploded.

The machinery, however, was recovered uninjured. Upon the inside of the powder chamber a "friction tube," such as is used in the army for discharging

cannon, was arranged so as to ignite the "blowing up" charge upon the pulling of a string. This string was tied to a wire coiled up on the head of the buoy, and the coil of wire was to be drawn out by the impact of a passing gunboat.

Another machine exploded about midnight, after the Susquehanna's launches (towing a flat with army artillery to Point Venus) had passed, in Savannah river, about two hundred yards above them. From this I was induced to think that some of them might be connected, by galvanic wires, with Fort Pulaski.

I gave orders to Lieutenant Commanding Bankhead, to sink the remaining machines with rifle shots, which he did. I herewith enclose Lieutenant Commanding Bankhead's report.

I beg leave to hand in the exploding apparatus of the machine we procured, with a drawing of its arrangement.

I have the honor to be, sir, your obedient servant,

JOHN RODGERS,
Commander, United States Navy.

Flag-Officer S. F. DUPONT,
Commanding South Atlantic Blockading Squadron,
Port Royal, S. C.

UNITED STATES STEAMER PEMBINA,
Wright River, February 19, 1862.

SIR: On the 13th instant, while sounding in the Savannah river, a short distance above the mouth of "Wright river," I discovered several objects floating upon the surface, which appeared, at first sight, to be empty tin cans, and as such were not regarded by me as worthy of notice. Lieutenant Sproston, of the Seneca, shortly after hailed me and told me he thought the objects alluded to were buoys attached to an "infernal machine." Upon closer examination, we saw enough to satisfy us that his suspicions were correct. The buoys, five in number, were placed several yards apart, at right angles to the shore, immediately in the channel leading from Wright river, and only visible at low water.

They were connected by a spiral wire—the end of the wire entering an orifice in the upper ends of the buoys—and they were also secured by wires to what we presumed to be weights at the bottom, but which further examination led us to believe were vessels containing explosive matter.

The following day, agreeably to orders received from yourself, I proceeded into the Savannah river, accompanied by Lieutenants Sproston, Weaver, and Cushman, in three boats. I had previously ordered the officers to provide themselves with hand grapnels and lead-lines, for the purpose of grappling the buoys at a safe distance. Lieutenants Sproston and Cushman each succeeded in grappling the connecting wires, and endeavored, by pulling, to produce an explosion, but failed to do so.

Lieutenant Sproston then hauled up carefully to the water buoy and, fortunately, succeeded in cutting the connecting wire, and brought off the buoy in his boat. All the other wires that could be reached were then cut, and as the tide was rising rapidly, we left them for another day, after unhooking the grapnels.

In consequence of the delicate nature of the exploding apparatus, the result of your own examination of the buoy brought on board, I deemed it more prudent to endeavor to sink the remaining ones than to attempt to remove them, as I was unwilling that the enemy should have the satisfaction of feeling that a single life had been lost by his diabolical invention. The next day, accompanied by Lieutenant Sproston, I succeeded in sinking the remaining three, by firing rifle balls through them—one having exploded the night previous, from

some cause at present unknown, and shortly after a launch had passed over the spot where the buoys were placed, having in tow a heavy lighter with guns.

Respectfully, your obedient servant,

J. P. BANKHEAD,
Lieutenant Commanding.

Commander JOHN RODGERS,
Commanding Expedition, &c.

Destruction of a sloop and three schooners loaded with rice by the Restless, February 15, 1862.

FLAG-SHIP WABASH,
Port Royal Harbor, South Carolina, February 24, 1862.

SIR: I have the honor to forward an interesting report of Acting Volunteer Lieutenant E. Conroy, commanding the armed bark Restless, made to Commander Parrott, of the Augusta, under the date of the 15th instant, detailing the destruction in Bull's bay, by the armed boats of that vessel, of a sloop and three schooners loaded with rice.

I have, in a communication to Acting Volunteer Lieutenant Conroy, expressed my commendation for the discretion and skill displayed by him in planning and executing this expedition, and my approbation of the conduct of Acting Master's Mates Henry Eason and J. Walter Mackie.

Respectfully, your obedient servant,

S. F. DUPONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES BARK RESTLESS,
Off Bull's Bay, South Carolina, February 15, 1862.

SIR: I have the honor to report that on the 13th instant, about 11 o'clock a. m., we discovered a vessel ashore on a shoal in Bull's bay. I sent two armed boats in for the purpose of reconnoitring, and, if possible, to bring her off. On boarding they found her to be a very old and worthless craft, without a cargo, and only four negroes on board. While on board the sloop they discovered three vessels lying at anchor inside the shoals, apparently laden with rice, &c. After the boats returned and the circumstance was reported to me, I thought it possible to cut these vessels out or destroy them. At 1.30 a. m. on the 14th instant, I sent another armed boat, with orders to cut these vessels out or destroy them. There not being enough wind all day to bring these vessels out, they were destroyed after dark, and their flags, papers, and arms taken in the boat and brought off, with two prisoners.

The following are the names of vessels destroyed, with their cargoes, which consisted of rice for the city of Charleston: Sloop Edisto, 1,600 bushels rice, sunk; schooner Wandoo, 1,800 bushels rice, sunk; schooner Elizabeth, 1,800 bushels rice, sunk; schooner Theodore Stoney, 2,500 bushels rice, burned.

The schooner Theodore Stoney was a fine craft of 54 tons, but could not be got out, as there was a battery of three guns near her anchorage, and consequently was burned.

Their respective crews were all foreigners and negroes, and not having room

enough in the boat to bring them off, they were set ashore and allowed to retain their personal effects, except arms. Not knowing what disposition is to be made with the prisoners I have sent them to you. I also send you a rebel flag, with the request to forward the same, with my compliments, to the flag-officer.

In closing, I feel it my duty to mention the efficient manner in which my orders were carried out by Acting Master's Mates Henry Eason and J. Walter Mackie, and to call your attention to the same. Enclosed I transmit the papers of the destroyed vessels.

I am, very respectfully, your obedient servant,

EDWARD CONROY,
Acting Volunteer Lieutenant Commanding.

Commander E. G. PARROTT, *U. S. N.,*
Commanding United States Steamer Augusta,
Blockading Squadron, off Charleston, South Carolina.

Flag-Officer DuPont reports death of Lieutenant Commanding T. A. Budd and Acting Master S. W. Mather, and others.

FLAG-SHIP WABASH,
Off Mosquito Inlet, Florida, March 24, 1862.

SIR: I have to report to the department some casualties that have occurred to officers and men belonging to two of the vessels of my fleet—casualties as painful as they were unexpected; but the loss of gallant lives has expiated the error of judgment which enthusiastic zeal had induced.

The department was informed after the capture of Fernandina that so soon as I should take possession of Jacksonville and St. Augustine, I would give my attention to Mosquito inlet, 51 miles south of the latter, which, according to my information, was resorted to for the introduction of arms transhipped from English ships and steamers at the British colony of Nassau into small vessels of light draught.

I accordingly ordered the Penguin, Acting Lieutenant Commanding T. A. Budd, and the Henry Andrew, Acting Master S. W. Mather, to proceed to this place; the latter to cross the bar, establish an inside blockade, capture any rebel vessels there, and guard from incendiarism large quantities of live-oak timber on the government land, cut and ready for shipment, to which the department had called my attention.

On reaching here myself on the 22d, I was boarded by the executive officer of the Penguin, and informed that Lieutenant Commanding Budd, with Acting Master Mather, had organized an expedition from the two vessels, and had moved southward through the inland passage leading into Mosquito lagoon, passing Smyrna with four or five light boats, carrying in all some 43 men. Soon after this report, which I heard with anxiety, the results were developed.

It appears that, after going some fifteen or eighteen miles without any incident, and while on their return, and within sight of the Henry Andrew, the order of the line being no longer observed, the two commanding officers, quite in advance, landed under certain earthworks which had been abandoned, or never armed, near a dense growth of live-oak, with underbrush. A heavy and continuous fire was unexpectedly opened upon them from both these covers. Lieutenant Commanding Budd and Acting Master Mather, with three of the five men composing the boat's crew, were killed. The remaining two were wounded and made prisoners. As the other boats came up they also were fired into, and suffered more or less.

The rear boat of all had a howitzer, which, however, could not be properly

secured or worked—the boat not being fitted for the purpose—and could, therefore, be of little use. The men had to seek cover on shore, but as soon as it was dark Acting Master's Mate McIntosh returned to the boats, brought away the body of one of the crew who had been killed, all the arms, ammunition, and flags, threw the howitzer into the river, passed close to the rebel pickets, who hailed but elicited no reply, and arrived safely on board the Henry Andrew.

On hearing of this untoward event, I directed Commander Rodgers to send off the launch and cutters of this ship to the support of the Andrew. The boats crossed the bar at midnight, and the next morning the vessel was hauled close up to the scene of the late attack, but no enemy could be discovered.

The bodies of Lieutenant Budd and Acting Master Mather were received under a flag of truce, and the commanding officer—a Captain Bird—who had come from a camp from a distance, made some show of courtesy, by returning papers and a watch, as if ashamed of this mode of warfare; for these were the very troops that, with sufficient force, means, and material for a respectable defence, had ingloriously fled from St. Augustine on our approach.

I enclose a copy of my instructions to Acting Lieutenant Budd, the original of which was found on his person, and was one of the papers returned by the rebel officer.

Lieutenant Commanding Budd and Acting Master Mather were brave and devoted officers. The former commanded the Penguin in the action of the 7th of November, and received my commendation. The latter, in the prime of life, was a man of uncommon energy and daring, and had no superior, probably, among the patriotic men who have been appointed in the navy from the mercantile marine.

Very respectfully, your obedient servant,

S. F. DUPONT,
Flag-Officer, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

FLAG-SHIP WABASH,
Off St. John's, Fla., March 19, 1862.

SIR: I send the Henry Andrew, Acting Master Mather commanding, to report to you for duty. You will please, as far as you can, buoy out the channel, and make reconnoissance in boats to ascertain the depth of water, and, if satisfactory, direct the Henry Andrew to cross the bar and blockade the inlet and Smyrna. If the rebel steamer Caroline or Kate has not left the inlet, capture her and all the other vessels found there.

From a copy of a communication which I have furnished Acting Master Mather, you will perceive that there is said to be large quantities of live-oak timber, ready cut, inside of Mosquito inlet. If this be so, I desire that the same should be taken possession of in the name of the government, and so held until I can send some light-draught vessels to transport it to the north.

Respectfully, your obedient servant,

S. F. DUPONT, *Flag-Officer.*

Acting Lieutenant T. A. BUDD,
Comm'g U. S. Steamer Penguin, off Mosquito Inlet, Fla.

FLAG-SHIP WABASH,
Off St. Augustine, Fla., March 25, 1862.

SIR: The following casualties occurred in the attack upon the boat expedition under Acting Lieutenant Budd:

Acting Lieutenant T. A. Budd, Penguin, killed.
James Marlow, ordinary seaman, Penguin, killed.
Walter Burch, ordinary seaman, Penguin, killed.
John Dennis, master's mate, Penguin, wounded in shoulder.
William Twaites, ordinary seaman, Penguin, wounded in hand.
Acting Master S. W. Mather, commanding Henry Andrew, killed.
Lewis Delous, ordinary seaman, Henry Andrew, killed.
John Bates, seaman, Henry Andrew, killed.
James Arnold, seaman, Henry Andrew, killed.
William Brown, ordinary seaman, Henry Andrew, killed.
A. W. Kelsey, acting assistant paymaster, Henry Andrew, wounded in hand.
Walter Bradley, acting third assistant engineer, Henry Andrew, wounded in forehead.
Thomas Welch, ordinary seaman, Henry Andrew, wounded and a prisoner.
Henry C. Rich, ordinary seaman, Henry Andrew, wounded and a prisoner.
James T. Allen, ordinary seaman, Henry Andrew, wounded in thigh.

I herewith enclose Dr. Clymer's report of the wounds received by Lieutenant Budd and Acting Master Mather.

Very respectfully, &c.,

S. F. DUPONT, *Flag-Officer.*

Hon. GIDEON WELLES,
Secretary of the Navy.

FLAG-SHIP WABASH,
Off Mosquito Inlet, Fla., March 23, 1862.

SIR: I respectfully report, that on a careful examination of the bodies of Acting Lieutenant Thomas A. Budd and Acting Master S. W. Mather, the former commanding the United States steamer Penguin and the latter the United States steamer Henry Andrew, who were yesterday, during a reconnoissance at this place, fired upon by the enemy and killed, I find the following gunshot wounds:

Lieutenant Commanding Budd received but one wound, which must have proved almost immediately fatal. The ball struck the front of the upper jaw, carrying away the left half of that bone and breaking the lower jaw-bone on the left side. It passed out on the back part of the left side of the neck, one inch below the level of the lower extremity of the ear.

Master Commanding Mather was struck by three balls, one of them, however, merely grazing the back without penetrating the skin. Another ball entered the upper part of the right side of the abdomen, and passed out on the right side of the back. The third shot entered the front of the mouth, carried away the whole of the left side of the upper jaw, shattered the left side of the lower jaw, and passed out on the left side of the neck an inch below the ear. This wound must have been almost immediately fatal, as it must have severed the large blood-vessels and nerves of the neck on the left side.

I am, very respectfully, &c.,

GEO. CLYMER, *Fleet Surgeon.*

Captain C. R. P. RODGERS,
Commanding United States Flag-Ship Wabash.

Respectfully forwarded to Flag-Officer DuPont.

C. R. P. RODGERS, *Commander.*

Flag-Officer DuPont reports possession of Cumberland island and sound, Fernandina and Amelia island, and river and town of St. Mary's.

FLAG-SHIP MOHICAN,
Harbor of Fernandina, March 4, 1862.

SIR: I had the honor to inform you in my last despatch that the expedition for Fernandina was equipped, and waiting only for suitable weather to sail from Port Royal. I have now the pleasure to inform you that I am in full possession of Cumberland island and sound, of Fernandina and Amelia island, and of the river and town of St. Mary's.

I sailed from Port Royal on the last day of February in the Wabash, and on the 2d instant entered Cumberland sound, by St. Andrew's inlet, in the Mohican, Commander S. W. Godon, on board of which ship I have hoisted my flag. The fleet comprised the following vessels, sailing in the order in which they are named:

Ottawa, Mohican, accompanied by the Ellen, Seminole, Pawnee, Pocahontas, Flag, Florida, James Adger, Bienville, Alabama, Keystone State, Seneca, Huron, Pembina, Isaac Smith, Penguin, Potomska, armed cutter Henrietta, armed transport McClellan, (the latter having on board the battalion of marines under the command of Major Reynolds,) and the transports Empire City, Marion, Star of the South, Belvidere, Boston, and George's Creek, containing a brigade under the command of Brigadier General Wright.

We came to anchor in Cumberland sound at half-past ten on the morning of the 2d, to make an examination of the channel and wait for the tide. Here I learned from a contraband, who had been picked up at sea by Commander Lanier, and from the neighboring residents on Cumberland island, that the rebels had abandoned in haste the whole of the defences of Fernandina, and were even at that moment retreating from Amelia island, carrying with them such of their munitions as their precipitate flight would allow.

The object of carrying the whole fleet through Cumberland sound was to turn the heavy works on the south end of Cumberland and the north end of Amelia islands; but, on receiving this intelligence, I detached the gunboats and armed steamers of light draught from the main line, and placing them under the command of Commander P. Drayton, of the steam-sloop Pawnee, I ordered him to push through the sound with the utmost speed, to save public and private property from destruction, to prevent poisoning the wells, and to put a stop to all those outrages by the perpetration of which the leaders of this nefarious war hope to deceive and exasperate the southern people. In the mean time I went out of the sound, and came by sea to the main entrance of this harbor.

In consequence of bad weather I was unable to cross the bar till this morning. Commander Drayton, accompanied by Commander C. R. P. Rodgers, with the armed launches and cutters and the small-armed companies from the Wabash, had arrived several hours before me. Immediately on his entering the harbor Commander Drayton sent Lieutenant White, of the Ottawa, to hoist the flag on Fort Clinch, the first of the national forts on which the ensign of the Union has resumed its proper place since the first proclamation of the President of the United States was issued.

A few scattering musket-shots were fired from the town by the flying enemy, when it was discovered that a railroad train was about to start. Commander Drayton, on board the Ottawa, Lieutenant Commanding Stevens, chased this train for two miles and fired several shells at it, aiming at the locomotive, some of which took effect. It was reported that the Hon. David Yulee, late a senator of the United States from the State of Florida, escaped from this train and took to the bush. Commander C. R. P. Rodgers, pushing ahead with the launches, captured the rebel steamer Darlington, containing military stores, army wagons,

mules, forage, &c., and fortunately secured the drawbridge, which was held during the night by the second launch of the Wabash.

There were passengers, women and children, in the Darlington, and the brutal captain suffered her to be fired upon and refused to hoist a white flag, notwithstanding the entreaties of the women. No one was injured. I send the captain of the steamer home a prisoner. His name is Jacob Brock; he is a native of Vermont, but has been a resident of Florida for twenty-three years. The same night Commander C. R. P. Rodgers ascended the St. Mary's with the Ottawa and took possession of the town, driving out a picket of the enemy's cavalry.

Early in the morning the town of Fernandina was also occupied by a party of seamen and marines from Commander Drayton's command. In both places most of the inhabitants had fled, by order, it is said, of the rebel authorities. A company of seamen and marines, under Lieutenant Miller, was sent from the Mohican to hold Fort Clinch.

It is reported to me by Lieutenant Commanding Downes, of the Huron, that the whole structure of the railroad on the Fernandina side, including the swinging drawbridge, is quite uninjured. The rebels have done some damage by fire to the trestle-work on the other side of the river, but I am not yet informed of its extent. Several locomotives, baggage cars, tenders, freight cars, and some other property besides that found in the steamer Darlington, have been recovered. The whole number of guns discovered up to this time is thirteen, embracing heavy 32-pounders, eight-inch guns, and one 80 and one 120-pounder rifled gun.

The towns of St. Mary's and Fernandina are uninjured. I visited the town, Fort Clinch, and the earthworks on the sea face of the island. It is impossible to look at these preparations for a vigorous defence without being surprised that they should have been voluntarily deserted. The batteries on the north and northeast shores are as complete as art can make them. Six are well concealed, are protected by ranges of sand-hills in front, contain perfect shelter for the men, and are so small and thoroughly covered by the natural growth and by the varied contours of the land, that to strike them from the water would be the mere result of chance. A battery of six guns, though larger, and affording, therefore, a better mark, is equally well sheltered and masked.

These batteries, and the heavy guns mounted on Fort Clinch, command all the turnings of the main ship-channel, and rake an approaching enemy. Besides these, there was another battery of four guns on the south end of Cumberland island, the fire of which would cross the channel inside of the bar. The difficulties arising from the indirectness of the channel, and from the shoalness of the bar, would have added to the defences by keeping the approaching vessels a long time exposed to fire under great disadvantages; and when the ships of an enemy had passed all their defences they would have to encounter a well-constructed and naturally masked battery at the town, which commands the access to the inner anchorage. We are told that General Lee pronounced the place perfectly defensible; we are not surprised at this, if true. We captured Port Royal, but Fernandina and Fort Clinch have been given to us.

We had in the expedition Mr. W. H. Dennis, an assistant in the Coast Survey, who possessed accurate local knowledge of a part of the ground we passed over, of which, indeed, he had made the topographical map, under the direction of the superintendent. He was zealous and active, and it gives me pleasure to mention it.

The Empire City, on board of which was General Wright, grounded on the bar. As soon as he arrived (in another steamer) immediate steps were taken to transfer to him the forts and all authority and possession on the land. I desire to speak here of the harmonious councils and cordial co-operation which have marked, throughout, my intercourse with this able officer. Our plans of action have been matured by mutual consultation, and have been carried into execution by mutual help.

I take great pleasure in reminding the department that one principal and ultimate object of the naval expedition which I have the honor to command was, in its first conception, to take and keep under control the whole line of the sea-coast of Georgia, knowing (to use the language of the original paper) "that the naval power that controls the sea-coast of Georgia controls the State of Georgia." The report that the fortifications at St. Simon's, armed with heavy columbiads, had been abandoned, which first reached me at Port Royal, is confirmed. This being the case, the entire sea-coast of Georgia is now either actually in my possession or under my control, and thus the views of the government have been accomplished.

Very respectfully, your most obedient servant,

S. F. DUPONT,
Flag-Officer, Com'g South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Reports of Commanders Drayton and Rodgers of capture of Fernandina and St. Mary's, &c.

FLAG-SHIP WABASH,
Off St. Augustine, Florida, March 13, 1862.

SIR: In my despatch of the 4th instant I had the honor to inform the department of the fall of Brunswick, Georgia, the capture of Fernandina, Florida, of the town of St. Mary's and the river of that name, one of the boundaries between these States, Cumberland island and sound—in short, the coast and inland waters from St. Simon's southward.

I forward herewith interesting reports from Commander Drayton and Commander C. R. P. Rodgers, detailing the circumstances attending the capture of Fernandina and St. Mary's, and an interesting extract from the report of Lieutenant Commanding Stevens of a reconnoissance in the Ottawa up the river St. Mary's, which reports had not reached me when my despatch was sent.

Having on the 7th despatched a division of my force to hold Brunswick, consisting of the Mohican, Pocahontas, and Potomska, under Commander Godon, I shifted my flag from the first-named vessel to the Pawnee, and organized another squadron of light vessels, embracing the four regular gunboats Ottawa, Seneca, Pembina, and Huron, with the Isaac Smith and Ellen, under Lieutenant Commanding Stevens, to proceed without delay to the mouth of the St. John's river, cross, if possible, its difficult and shallow bars, feel the forts if still held, and push on to Jacksonville—indeed, to go as far as Pilatka, eighty miles beyond, to reconnoitre and capture river steamers.

This expedition was to be accompanied by the armed launches and cutters of the Wabash, under Lieutenants Irwin and Barnes, and by a light-draught transport with the 7th New Hampshire regiment. After arranging with Brigadier General Wright our joint occupation of the Florida and Georgia coasts, including protection from injury the mansion and grounds of Dungeness, on Cumberland island, originally the property of the revolutionary hero and patriot, General Greene, and still owned by his descendants, and leaving Commander Percival Drayton in charge of the naval force, I rejoined this ship, waiting for me off Fernandina, and proceeded with her off St. John's, arriving there on the 9th.

The gunboats had not yet been able to cross the bar, but expected to do so the next day, the Ellen only getting in that evening. As at Nassau, which was visited by Lieutenant Commanding Stevens on his way down, the forts seemed abandoned. There being no probability that the Huron could enter, I despatched her off to St. Augustine, where I followed her, arriving here on the 11th. I

immediately sent on shore Commander C. R. P. Rodgers with a flag of truce, having reason to believe that, if there were any people on this coast likely to remain in their houses, it would be at St. Augustine.

I enclose Commander Rodgers's most interesting report, which I am sure the department will read with satisfaction. The American flag is flying once more over that old city, raised by the hands of its own people, who resisted the appeals, threats, and falsehoods of their leaders, though compelled to witness the carrying off of their sons in the ranks of the flying enemy. This gives us possession of a second national fort of strength and importance.

Since writing the above I have received, by the Isaac Smith, a report from Lieutenant Commanding Stevens of his operations on the St. John's river, giving details of great interest. From Lieutenant Commanding Nicholson I hear with regret of acts of vandalism on the part of the rebel commanders (not the people) in setting fire to vast quantities of lumber, and the saw-mills in that region, owned by northern men supposed to have Union sympathies. The Isaac Smith has arrived opportunely, as that vessel can get into St. Augustine, while it was doubtful whether the Huron could enter. The latter I send to Fernandina, with despatches to Brigadier General Wright.

In all this varied and difficult service, having to contend with surf shores, dangerous bars, and inland navigation in an enemy's country, I think it due to the officers and men under my command to say that they have on all occasions displayed great spirit and ability, fully coming up to my requirements and expectations.

Very respectfully,

S. F. DUPONT, *Flag-Officer.*

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES STEAMER PAWNEE,
Fernandina, March 4, 1862.

SIR: In obedience to your order of the 2d of March, I left at daylight on the next morning, accompanied by the following gunboats and other light-draught vessels, viz: the Ottawa, Lieutenant Commanding T. H. Stevens; Seneca, Lieutenant Commanding D. Ammen; Huron, Lieutenant Commanding G. Downes; Pembina, Lieutenant Commanding J. P. Bankhead; Isaac Smith, Lieutenant Commanding J. W. A. Nicholson; Penguin, Lieutenant Commanding T. A. Budd; Potomska, Lieutenant Commanding P. G. Watmough; and Ellen, Lieutenant Commanding W. Budd. There were also with us three armed launches of the Wabash, and a company of sailors, all under the command of Commander C. R. P. Rodgers, of that vessel, as well as the transports McClellan, Captain Gray, on board of which was the battalion of marines of Major J. G. Reynolds; the Boston, with the 97th Pennsylvania regiment, Colonel Guss; and the armed cutter Henrietta, Captain Bennett.

We proceeded at once down Cumberland sound. The navigation, however, proved to be quite intricate, and, besides, the Pawnee, the Ottawa, and Huron (the latter the only one with a pilot except myself) were alone able to cross the flats at the dividing line between the tides that meet in the sound from the north and south.

With these I continued on, until, at 3 o'clock, and when only three miles distant from Fort Clinch, all except the Ottawa grounded, and, as the tide was falling, there was little hope of getting them off until its change. I determined, therefore, to push on in that vessel, with the three armed launches of the Wabash. On approaching Fort Clinch, it was so evidently deserted that I

would not stop, but merely sent Lieutenant G. M. White, of the Ottawa, on shore with an armed boat to hoist the American flag there as a signal to yourself, at anchor outside in the Mohican. This he did, and returned to the vessel later.

On coming in sight of Old Fernandina a white flag was displayed by some persons on shore. Shortly after, and when passing New Fernandina, a few rifle shots were fired from some bushes, and a railroad train was perceived just starting. As it was naturally supposed to contain soldiers escaping, I directed Lieutenant Commanding Stevens to try and stop it; and the road passing for some distance near the river, and we going at full speed, there was an opportunity of firing several shots at the two locomotives attached to the train, which, however, did not prevent its escape across the railroad bridge, which is four miles from the town, and it was soon lost in the woods on the other side. We afterwards found on the track the bodies of two men who had been killed by our shots, one of whom was a soldier; and the report was that ex-Senator Yulee was on board one of the cars, and had also been struck, but this, I think, was a mistake.

In the mean time a small steamer was discovered attempting to escape up the narrow creek over which the railroad bridge passes, the draw of which she went through very soon after the train had crossed. Several shots were fired at her without effect, and as the Ottawa could not go up the creek, Commander Rodgers followed her with two of his armed boats, captured, and brought her alongside. She was found to be filled principally with women and children, but also had on board a surgeon in the confederate army, and a number of mules and wagons belonging to the quartermaster's department.

As everything had been done now that could be in this direction, and as it was quite dark, being near 8 o'clock, we returned off the town of Fernandina, where I left the Ottawa, and went on board of the steamer that we had captured, for the purpose of returning with a pilot to bring up the Pawnee and Huron. Soon after, Commander Rodgers, with the Ottawa, proceeded to occupy the town of St. Mary's, Georgia, a small place on the St. Mary's river, distant ten miles from here, and where we supposed some of the guns removed from Fort Clinch had been taken.

Owing to various detentions, I was not able to reach the Pawnee until midnight, nor to bring her up till daylight, when, with the Huron, I anchored off this town. During the night an armed launch of the Wabash, under charge of Acting Master R. H. Lamson, had been left for the protection of the railroad bridge, the draw of which had been opened. Toward morning, however, a number of soldiers came down, and, under cover of the bushes, set the further end on fire. They were repeatedly fired on, and driven off, but succeeded in very much injuring its western portion. On seeing the smoke, I sent the Huron up to prevent the remaining part from being injured, in which Lieutenant Commanding Downes was successful.

The batteries on and near Fort Clinch, on the southern part of Cumberland island, and at New Fernandina, although many guns had been removed, might have offered most serious obstacles to our approach, as will be seen by my detailed report of them. They were, however, being rapidly disarmed, in obedience to orders from the War Department, but it was determined to defend them from any attack by sea until the place could be regularly evacuated; and the bar being a very intricate one, and well under fire, they might have given us a great deal of trouble had our advance been made from that side.

At 8 o'clock of the night previous to my arrival, however, (the 2d,) a telegram came from Brunswick, mentioning that 24 of our armed vessels were in Cumberland sound. This news seems to have produced a perfect panic, as by 12 o'clock the next day, the garrison, which consisted of 1,500 men, as well as almost all of the inhabitants, had gone off.

Shortly after bringing up the Pawnee, and at about 7 o'clock this morning, I occupied the town with our marines and the Wabash's company of rifles, and endeavored as much as possible to quiet the few people left, and to prevent any injury to public or private property. Midshipman M. L. Johnson pushed along the railroad with some of his men, and in the course of the day brought in two locomotives and three railroad cars. He also collected and put a guard over a quantity of rosin, turpentine, and cotton, to prevent it from being carried off or injured. At 9 o'clock the Isaac Smith arrived, when I immediately sent her out to communicate with your vessel, which she met, however, on the way in.

The report of Commander Rodgers accompanies this, as well as a description of the defences of the harbor and their armament. In conclusion, I have only to express the great obligations I am under to Commander Rodgers and Lieutenant Commanding Stevens. Except for the former and his boats, we should scarcely have been able to capture the steamer; and had it not been for the constant watchfulness and good management of the latter, his vessel would not have been able to follow the Pawnee so far as she did without a pilot, and thus, at last, enable us to act on the afternoon of the 3d, instead of waiting for the next morning, which would otherwise have been necessary.

Very respectfully, your obedient servant,

P. DRAYTON,
Commander, Commanding the Pawnee.

Flag-Officer S. F. DUPONT,
Commanding South Atlantic Squadron,
U. S. Steamer Mohican, Fernandina Harbor.

UNITED STATES STEAMER PAWNEE,
Fernandina, March 4, 1862.

SIR: I beg leave to report that after leaving the Ottawa I entered Kingsley's cut, and proceeding rapidly to the railroad bridge, with the second launch of the Wabash, passed through the draw, and, just after dark, captured the steamer Darlington, which was endeavoring to escape from Fernandina with military wagons, mules, forage, &c.

On board were several passengers, with their baggage, and among them Assistant Surgeon H. G. Lungren, of the confederate forces. We also captured a small schooner. I left the second launch of the Wabash to secure the drawbridge and hold the passage during the night.

As soon as the prizes could be taken to Fernandina I left that place in the Ottawa, with the armed cutters of the Wabash, and reached the town of St. Mary's soon after midnight, which we at once proceeded to occupy. At the time of our arrival the place was held by a picket of cavalry, which made its escape; but we seized their horses and equipments. The greater part of the inhabitants had left the town; some, however, remain.

Leaving the Ottawa and one of the cutters of the Wabash in possession of St. Mary's, I have returned to Fernandina. I have to thank Lieutenant Commanding Stevens for very cordial and efficient co-operation. Assistant W. H. Dennis, of the Coast Survey, accompanied me to St. Mary's, and rendered me much valuable aid.

I am, very respectfully, your obedient servant,

C. R. P. RODGERS, *Commander.*

Commander PERCIVAL DRAYTON,
United States Navy.

Extract from report of Lieutenant Commanding Stevens, of the Ottawa.

UNITED STATES GUNBOAT OTTAWA,
St. Mary's River, March 7, 1862.

SIR: Upon the arrival of the Isaac Smith at St. Mary's, I proceeded in this vessel, under your instructions, on a reconnoissance up the St. Mary's river, and reached a place called Woodstock Mills, about fifty miles from this place, landing at the plantation of a Mrs. Campbell and that of a Mrs. Downes, at a place called the Brickyard, and at Woodstock Mills, owned and occupied by a Mr. Alburti, notifying those whom I met (which seemed to reassure them) of your intention to protect all peaceable citizens in their persons and property, and inviting those who had fled to return to their homes.

I enclose herewith a copy of the communication I left with Mrs. Campbell and Judge Alburti, to signify the same to the people generally. Before leaving Woodstock Mills I learned through a negro that it was the intention of the rebels to cut us off with their light batteries and infantry of the Mississippi regiment which had been stationed here.

When near the Brickyard the enemy's riflemen attacked us in force from both sides of the river. I opened upon them with our battery, using grape and canister, and small arms, killing and wounding a large number. The fire was kept up from both sides of the river, (here about one hundred yards wide,) for about a mile, after which we saw nor heard anything more of them until just above the plantation of Mrs. Campbell, when, discovering a large body of cavalry about twelve hundred yards ahead of us, I threw a few second 11-inch shells among them, when they fled in great haste and confusion. Passing down, when about three miles further, just where it debouches into the marshes, we discovered in the ambush a body of the enemy, and before they had time to fire gave them a round from the 11-inch, loaded with canister, the two 24-pound howitzers, and the 12-pound howitzer of the Wabash, (which I had taken on board before leaving,) which was worked admirably, as, indeed, all the guns were. Very few of the enemy escaped this destructive fire.

I enclose herewith a list of the casualties which occurred on board from the fire of the enemy, which was very accurate, as the various narrow escapes of both officers and men, and the numerous bullet-holes in the sides of the vessel, will testify. I am informed that some distance beyond the point I reached there are large quantities of turpentine on board of two steamers. The steamers cannot escape.

I saw also on the bank of the river the live-oak frame, complete, of a ship of 1,800 tons ready for shipment, and a schooner, in very good order, of about 100 tons; but as the river is very narrow, and the turns following each other in quick succession, sharp and abrupt, I did not think it advisable to attempt to tow down with so long a vessel.

The live-oak abounds for many miles along the river. I am quite confident that our visit will be productive of good both to those well disposed and to our enemies, who have been taught a lesson they will not soon forget. From my observation, such a thing as free speech among them is a tradition, and the reign of terror rules everywhere. Still, those I saw were very grateful for the assurances given, and I doubt not many of them will avail themselves of our protection.

Finally, permit me to commend to you the good conduct, uniform throughout, of both officers and men, and to thank, through you, Midshipman Pearson, of the Wabash, who commanded her cutter, for the valuable assistance he was always, in fire and out of fire, ready to render.

Very respectfully

T. H. STEVENS, *Lieutenant Commanding.*

UNITED STATES GUNBOAT OTTAWA,
St. Mary's River, March 7, 1862.

Captain Stevens, of the United States gunboat Ottawa, is authorized by Flag-Officer DuPont to assure the peaceable citizens living on the banks of St. Mary's river that they will be protected in their persons and property; that it is his desire they should return to their homes, where nobody will come near to harm them.

T. H. STEVENS,
Lieutenant Commanding.

UNITED STATES GUNBOAT OTTAWA,
St. Mary's, Ga., March 6, 1862.

SIR: The following is a report of those wounded in the action this morning by the confederate riflemen: John De Cordy, master's mate, seriously, (rifle shot through the upper third of left arm, the bone not being broken;) J. T. Roberts, ordinary seaman, slightly, (rifle shot in the right wrist, ball extracted;) Michael Craig, ordinary seaman, slightly, (rifle shot in the calf of right leg;) Benjamin F. Ripley, ordinary seaman, slightly, (rifle shot crushed his left thumb.) These men are all doing well.

Very respectfully,

CHARLES O. CARPENTER,
Assistant Surgeon.

Captain T. H. STEVENS,
Commanding Ottawa.

UNITED STATES FLAG-SHIP WABASH,
Off St. Augustine, Fla., March 12, 1862.

SIR: Having crossed the bar with some difficulty, in obedience to your orders, I approached St. Augustine under a flag of truce, and as I drew near the city a white flag was hoisted upon one of the bastions of Fort Marion. Landing at the wharf, and inquiring for the chief authority, I was soon joined by the mayor and conducted to the city-hall, where the municipal authorities were assembled.

I informed them that, having come to restore the authority of the United States, you had deemed it more kind to send an unarmed boat to inform the citizens of your determination than to occupy the town at once by force of arms; that you were desirous to calm any apprehension of harsh treament that might exist in their minds, and that you should carefully respect the persons and property of all citizens who submitted to the authority of the United States; that you had a single purpose—to restore the state of affairs which existed before the rebellion.

I informed the municipal authorities that so long as they respected the authority of the government we serve, and acted in good faith, municipal affairs would be left in their own hands, so far as might be consistent with the exigencies of the times. The mayor and council then informed me that the place had been evacuated the preceding night by two companies of Florida troops, and that they gladly received the assurances I gave them, and placed the city in my hands. I recommended them to hoist the flag of the Union at once, and, in prompt accordance with the advice, by order of the mayor, the national ensign was displayed from the flagstaff of the fort.

The mayor proposed to turn over to me the five cannon mounted at the fort, which are in good condition, and not spiked, and also the few munitions of war left by the retreating enemy. I desired him to take charge of them for the present, to make careful inventories, and establish a patrol and guard, informing him that he would be held responsible for the place until our forces should enter the harbor. I called upon the clergymen of the city, requesting them to reassure the people, and to confide in our kind intentions toward them. About 1,500 persons remain in St. Augustine, about one-fifth of the inhabitants having fled. I believe that there are many citizens who are earnestly attached to the Union, a large number who are silently opposed to it, and a still larger number who care very little about the matter.

I think that nearly all the men acquiesce in the condition of affairs we are now establishing. There is much violent and pestilent feeling among the women. They seem to mistake treason for courage, and have a theatrical desire to figure as heroines. Their minds have doubtless been filled with the falsehoods so industriously circulated in regard to the lust and hatred of our troops. On the night before our arrival a party of women assembled in front of the barracks and cut down the flagstaff, in order that it might not be used to support the old flag. The men seemed anxious to conciliate in every way. There is a great scarcity of provisions in the place. There seems to be no money except the wretched paper currency of the rebellion, and much poverty exists. In the water-battery at the fort are three fine army 32-pounders of 7,000 pounds, and two 8-inch sea-coast howitzers of 5,600 pounds, with shot and some powder. There are a number of very old guns in the fort, useless, and not mounted. Several good guns were taken away some months ago to arm batteries at other harbors. The garrison of the place went from St. Augustine at midnight on the 10th for Smyrna, where are said to be about eight hundred troops, a battery, the steamer Carolina, and a considerable quantity of arms and ammunition.

I am led to believe that Mosquito inlet, upon which Smyrna is situated, has been much used for the introduction of arms from the Bahamas. It is very positively stated that the governor has ordered the abandonment of East Florida, and proposes to make a stand near Apalachicola.

When I attempted to return to the Wabash, at 5 p. m., the breakers had become so heavy as to render the bar absolutely impassable, though I had secured the services of the best pilot in the port. I crossed them this morning with much difficulty, having remained in the town all night.

Mr. Dennis, of the Coast Survey, who accompanied me, rendered me much valuable aid.

I have the honor to be, very respectfully,

C. R. P. RODGERS, *Commander.*

Flag-Officer S. F. DUPONT,
Commanding South Atlantic Blockading Squadron.

Report of Lieutenant Commanding A. C. Rhind of reconnoissance at Bear's bluff.

FLAG-SHIP WABASH,
Off St. Augustine, Florida, March 14, 1862.

SIR: I have the honor to forward another interesting report from Lieutenant Commanding A. C. Rhind, of the Crusader, giving information of a daring reconnoissance made at Bear's bluff by that officer and Lieutenant Prentiss.

When relieved from the pressing importance of securing this part of the coast I purpose to pay special attention to Edisto.

Very respectfully, your obedient servant,

S. F. DUPONT,
Flag-Officer, commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES STEAMER CRUSADER,
North Edisto, March 3, 1862.

SIR: On the 23d instant I received information that the enemy were building a battery at Bear's bluff, opposite White Point. On the night of the 24th, accompanied by Lieutenant Prentiss, I went up in our dingey, with three men, and landed without being discovered by the guard. Lieutenant Prentiss and I went up and found the battery in an unfinished state, and looking about us, discovered the magazine; found two of the picket guard asleep in it, got one musket from beside them without awakening them, returned to the boat, and brought up two of the men to secure them. In doing so, I regret to say, one of them was shot through the head and instantly killed, the pistol in my hand going off accidentally in the struggle. We carried both to the boat, and escaped without discovery.

The picket guard at the battery that night consisted of fifteen infantry and two mounted men, in command of a lieutenant, so the surviving prisoner states. We buried the other properly the next day near the camp of the 47th regiment. His name was Joseph A. Wilson, company C, Moore's battalion, stationed at Church Flats; the other, now on board this vessel, is William M. Evins, from Rabun county, Georgia, of the same company. According to his account, there are two regiments at Church Flats, sending pickets out regularly to Rockville, Bear's bluff, and other points on the east side of the river; their men ill-fed, not paid or clothed, and badly treated. Wilson was from Pickens district, South Carolina. The musket we have taken from them is of the Enfield pattern, has the Tower mark, date 1861. Both cartridge-boxes contained Ely's London stamped cartridges.

I sent a boat, in charge of Lieutenant Prentiss, into Rockville on the night of the 28th; but they were discovered, though proceeding cautiously, and a volley fired into them as they touched the shore, without hitting any one, however. Having orders to return, if discovered, they withdrew. The bad weather to-day prevented my going up the river, as I intended.

We have picked up several contrabands from the east side lately; one, coming from Charleston, reached here by way of John's island in twenty-four hours. Though arrested by a picket and detained on the way, he succeeded in escaping again at night.

Very respectfully, your obedient servant,

A. C. RHIND,
Lieutenant Commanding.

S. F. DUPONT,
Flag-Officer, commanding South Atlantic Blockading Squadron.

Flag-Officer DuPont encloses report of Commander S. W. Godon of his visit to Brunswick, Georgia.

FLAG-SHIP WABASH,
Off St. John's, Florida, March 19, 1862.

SIR: I had the honor to inform the department, in my communication of the 13th instant, that I had despatched a division of my force to Brunswick, under Commander S. W. Godon, consisting of the Mohican, the Pocahontas, and the Potomska. These vessels crossed St. Simon's bar on the 8th instant, and anchored at sundown within two miles of the forts commanding the channel.

On the following morning Commander Godon, with his division, moved past the batteries, which he soon discovered had been abandoned, and immediately sent Lieutenant Commanding Balch, with three armed boats, to take possession of the batteries on St. Simon's island, and Lieutenant Henry Miller, of the Mohican, with a suitable force, to take possession of the works on Jekyl island.

On St. Simon's island were two batteries, consisting of strong earthworks, and so arranged as to command the approach to St. Simon's sound. There were twelve embrasures and numerous well-constructed magazines. No guns were were mounted, but a ten-inch solid shot found near indicated the calibre of some of them.

On Jekyl island were also two batteries, of much greater strength, however. The one furthest seaward, and commanding the main channel, was a bomb-proof work, constructed of palmetto logs, sand bags, and railroad iron, well supported and braced from the interior with massive timbers. It had mounted three casemated guns, though these, their carriages, and all ammunition, had been removed. The other battery, five hundred yards landward, consisted of two casemates and an earthwork capable of mounting four guns *en barbette*. A magazine and a hot-shot furnace were attached. Both St. Simon's and Jekyl islands had been deserted.

After examining the batteries, the vessels passed up the sound to Brunswick and anchored off the town. A fire was observed near the wharf, which proved to be the railroad depot and wharf, the work of retiring soldiers. Lieutenant Commanding Balch, with a large force, covered by the guns of the Potomska, landed at Brunswick without any show of opposition, and hoisted the American flag on the "Oglethorpe House."

The town was entirely deserted, and nearly all property which could be removed had been taken away. The lenses belonging to the light-house at St. Andrew's and the light-house at St. Simon's (the latter building having been destroyed by the rebels) could not, after careful search, be discovered; the channel buoys for the river are still there, but out of place.

Proclamations were posted on several public buildings urging the inhabitants to return to their homes, and promising protection to the property of all good citizens, and the landing party then retired to their vessels.

Nothing was removed from any of the houses, the men under Lieutenant Balch's command carefully abstaining from injuring or taking away the private effects of the inhabitants. I enclose a copy of Commander Godon's interesting report.

Very respectfully, &c.,

S. F. DUPONT, *Flag-Officer.*

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES STEAMER MOHICAN,
Off Brunswick, Georgia, March 10, 1862.

SIR: I have the honor to report that, in obedience to your order of March 5, I left Fernandina on the morning of the 8th, accompanied by the Pocahontas, Lieutenant Commanding Balch, and the Potomska, Acting Lieutenant Commanding Watmough, and crossed Fernandina bar with just water enough to comfortably float this ship, made the best of my way to St. Simon's bar, and reached it at dead low water, passing it, and getting into St. Simon's channel, through which I carried about seventeen feet to within two miles of the forts, which we could plainly see, commanding St. Simon's entrance.

Here, at sundown, I anchored for the night. After dark I shifted the anchorage of the ship, to alter the range of any guns that might be left in the batteries. At daylight made preparations to pass the batteries, and at sunrise weighed anchor and stood in. Soon discovered that the batteries were evidently abandoned, and anchored my little force inside and beyond range of the guns, and made signal to land from the vessels. Lieutenant Commanding Balch, of the Pocahontas, with three boats, took possession of the fort on St. Simon's island, consisting of strong earthworks of considerable extent and having had eleven guns mounted. Some solid 10-inch shot found in the fort would indicate the calibre of some of the guns there. I enclose a detailed report of that battery by Lieutenant Commanding Balch. Lieutenant Miller, of this ship, at the same time occupied the fort on Jekyl island, which was, it seems, a much stronger position. It was a sand-work, with five casemates finished, covered with railroad iron and very well built, and two unfinished casemates, the iron rails ready to be put up. These two forts commanded the channel for a long distance, and their fire crossed the entrance, which is about a mile (or a little more) wide. Once the batteries were passed, they could offer but little difficulty, as in five minutes the guns of the vessels would have enfiladed them, and could even fire directly in the rear; but they would have given a number of vessels severe trouble in getting beyond them. I enclose the report of Lieutenant Miller of the fort on Jekyl island.

As soon as the boats returned I went on the Potomska, and proceeded in her up the river to Brunswick. So soon as we opened the town to view a heavy fire commenced at the wharf, and, at the same moment, we perceived the railroad cars moving at full speed in the woods. I at once determined to bring up the ships and place myself off the town, in hopes of preventing by my presence the place from being burned, and I at once returned in the Potomska, as I had the pilot with me. Both the Mohican and Pocahontas were under way before I reached them, and we proceeded to Brunswick, off which place I anchored as the sun went down. The cars had returned, but again started at our approach. The Pocahontas anchored opposite the town, but outside of Buzzard Roost island; the Potomska still higher up, and her guns commanded the railroad beyond the town. The following morning I sent the Potomska into the branch opposite the town. Neither this ship nor the Pocahontas can well get in, as at high water only twelve feet was found in the bulkhead, and between the wharf and Buzzard Roost island the river is but about four hundred feet wide.

With the Potomska, Lieutenant Balch took charge of a landing party, consisting of twenty-five marines from this ship and the Pocahontas, and two 12-pounder guns, with forty riflemen from the different vessels, landed, and hoisted the flag. The place was deserted, and most of the furniture of the houses removed; still there was much private property about, some in scows on the wharf, ready to be removed. After a careful examination of such buildings as might be supposed to contain public property, and a careful survey was had, I visited the town, and then directed the command to return to the ship; having posted a notice urging the inhabitants to return, and promising protection to all

property for all good citizens. I enclose Lieutenant Balch's report of his landing, &c. Nothing in the place was touched by the landing party, and such houses as were not open were not even entered. I sincerely hope that at least some good citizens may be found willing to resume their homes under my public notice, and I shall not allow the place to be visited except on duty.

The fire we noticed was the work of retiring soldiers, and proved to be the railroad depot and wharf. The lenses belonging to the light-house were not found; the channel buoys for the river are in the river, but out of place, and the light-house destroyed. The town is closely surrounded by woods, is generally well built, and extends over a considerable space. Several contrabands have come on board. Soldiers are said to be in the woods, not very distant, and most of the inhabitants are said to be about fourteen or sixteen miles back, encamped. I have sent the Potomska and Pocahontas up the river, as far as they could go, to reconnoitre. There is a schooner of considerable size on the stocks unfinished. Fires have been burning about us, but I believe it is the brush being consumed; nor have I noticed, as far as the people are concerned, that they are willing to follow the advice of Messrs. Toombs and Cobb, by placing the torch in the hands of the children to consume their property. All that is done in that way seems to be done by the order of military commanders, who, having no local interest in the neighborhood of their commands, have the heroism to consume the property in which they have no immediate interest.

I am, very respectfully, your obedient servant,

S. W. GODON,
Commander and Senior Officer.

Flag-Officer S. F. DUPONT,
Commanding South Atlantic Blockading Squadron.

Flag-Officer DuPont reports a dastardly attack on a boat's crew of the Pocahontas on the 11th March, 1862.

FLAG-SHIP WABASH,
Off St. John's, Florida, March 20, 1862.

SIR: I have to inform the department that I have heard from Commander Godon of a dastardly and concealed attack made upon a boat's crew of the Pocahontas.

As I have informed the department, Lieutenant Commanding Balch visited the town of Brunswick without anywhere discovering an enemy. A reconnaissance had also been made for some miles up Turtle creek with the same results, the rebels having apparently fled into the interior.

On the afternoon of the 11th instant Assistant Surgeon A. C. Rhoads, of the Pocahontas, by permission of his commanding officer, landed with a boat's crew near the town for the purpose of procuring some fresh beef for the ships. Having accomplished his object, the boat was returning to the Pocahontas, but had scarcely gone twenty yards from the beach when they were suddenly fired upon by a body of rebels concealed in a thicket, and I regret to report that two men, John Wilson (O. S.) and John Shute (O. S.) were instantly killed and seven wounded—one, William Delaney, mortally, and two severely, viz: William Smith, 2d, (first class fireman,) and Edward Bonsall, (coxswain.)

After the rebels had fired their first volley, they called out, in most offensive language, to surrender; but this demand was refused by Dr. Rhoads, who, with the assistance of Acting Paymaster Kitchen and his wounded boat's crew, pulled as rapidly as they could towards the Pocahontas, the enemy continuing their fire.

In a few minutes a shell from one of the 11-inch guns of the Mohican dropped among them and quite near to another company of about sixty men who were advancing rapidly. The rebels scattered and fled in all directions. Several shells were also fired at a locomotive and train observed in the distance, and it is supposed with effect.

Throughout this cowardly assault Dr. Rhoads displayed great coolness and courage, and in his report of the occurrence, whilst commending the crew generally, he especially mentions the bravery exhibited by Daniel Harrington, (landsman,) into which I shall make further inquiries.

Enclosed are the reports of Commander Godon, Lieutenant Commanding Balch, and Assistant Surgeon Rhoads.

I am, sir, very respectfully, your obedient servant,

S. F. DUPONT,
Flag-Officer Comd'g South Atlantic Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES STEAMER MOHICAN,
Anchorage, St. Simon's Island, March 13, 1862.

SIR: I have the honor to report that the Pocahontas and Potomska proceeded up Turtle river to the head of navigation, so far as vessels of ten feet draught could go with safety, and returned without accident. Soon after the return of those vessels from that expedition, a boat from the Pocahontas landed some distance outside the town, to procure fresh beef. Their work was done, and the boat had already left the beach, when some forty or fifty soldiers made their appearance, and fired upon the boat, killing two men and wounding several others.

Surprised as the crew were, and almost disabled by the murderous fire, they still refused to surrender at the demand of the rebels, although, as yet, almost under the muzzles of their guns. In a few minutes a shell from one of the 11-inch guns of this ship dropped in among them, and quite near to another company of about sixty men, advancing at double quick upon this almost defenceless boat, when they scattered in all directions. The Potomska moved at once to the spot, and used her 32-pounders with effect, and the Pocahontas also fired several shells.

We then noticed, in the woods above the town, the steam from a locomotive, and several shells were thrown toward it, one exploding in its neighborhood, when it disappeared at full speed. Believing that the rebels would return to look after any of their people who were left behind or wounded, at night I directed two shells from the ship to be thrown at the point where the railroad car had been; and in the morning some soldiers were seen near the spot, when the Potomska fired a rifle shell, which exploded over them. By some contrabands that came on board we learned that our shells had gone among the rebels as they were flying to the cars, and I hope they were punished for their insolence.

I enclose Lieutenant Commanding Balch's, as also Dr. Rhoad's report of the affair of the boat; and I take great pleasure in calling your attention to the coolness and courage of that officer, and that of the boat's crew generally. The vessels cannot anchor very near the town, unless in the small stream between the island and the town, and, at low water, could not be moved out if needed; and, without a force on shore, would be liable to be fired into at any moment without the power of returning it with effect. The distance of the vessels induced the attack, which, I believe, has been suitably punished. I had intended leaving Brunswick that day, but delayed in consequence of that affair. I am

now about to go on board the Potomska, and with the Pocahontas proceed through the inland passage to the Altamaha river and toward Darien, and on my return to the anchorage I shall make a further report.

I am, very respectfully, &c.,

S. W. GODON,
Commander and Senior Officer present.

Flag-Officer S. F. DUPONT,
Commanding South Atlantic Blockading Squadron.

UNITED STATES STEAMER POCOHONTAS,
Off Brunswick, Georgia, March 11, 1862.

SIR: On the afternoon of this day Assistant Surgeon Archibald C. Rhoads, attached to the Pocahontas, applied to me whilst on board the Mohican for permission to go on shore and get some fresh beef for the crew, which I granted. From the Mohican he proceeded to land near the telegraph beacon, south of Brunswick, and opposite Brandy point, on Buzzard's island. His party had succeeded in getting a supply of beef, and had already embarked, but had not gone more than twenty yards from the beach when it was fired upon by some forty men, and I regret to report that two men, John Wilson, seaman, and John Shute, O. S., were instantly killed, and William Delaney, O. S., was mortally wounded, and six others wounded, two seriously, viz., William Smith (2d,) 1st class fireman, and Edward Bonsall, coxswain.

I herewith enclose the report of Surgeon John S. Kitchen, of the Mohican, to whose care the wounded were given, and to whom I desire to return my thanks for his prompt and skilful treatment of the wounded, in the absence of Dr. Rhoads, whose wounds rendered him incapable of performing that service. But for the heroic efforts of Dr. Rhoads, Paymaster Theodore Kitchen, and Daniel C. Harrington, (landsman,) of this ship, aided by the crew of the boat, this dastardly attack of the rebels would have resulted, as they no doubt anticipated it would, viz., in the killing of all hands, and that, too, sir, without their having observed the customs recognized by all civilized people. The boat's crew were not summoned to surrender until after a deadly volley had been thrown in, by which two of our men were instantly killed. I desire to call your particular attention to this breach of all brave and honorable warfare, that you may the more fully, as an eye witness, hold up such barbarous warfare to the scorn it deserves.

It is with feelings of pride in our noble profession that I record the essential service rendered my brave comrades whilst under a murderous fire by your timely shells, thrown at so opportune a moment, and by the battery of the Potemska, which hastened to their assistance. The rebels did not remain after the batteries of the two ships once opened fire.

I herewith enclose the report of Dr. Rhoads, detailing at length the circumstances attending the attack, and his subsequent efforts to escape from so overwhelming a force; and I rejoice to know that his efforts, aided by Mr. Kitchen and the boat's crew, saved them from being made prisoners, and thus prevented the rebels from exulting over us.

I am, very respectfully, &c.,

GEORGE B. BALCH,
Lieutenant Commanding Pocahontas.

Commander S. W. GODON,
Commanding U. S. Naval Forces off Brunswick, Georgia.

UNITED STATES STEAMER POCAHONTAS,
Brunswick River, March 12, 1862.

SIR: I have to report that, yesterday afternoon, having received permission to land near Brunswick, Georgia, and procure fresh beef for our crew, I took the second cutter, with ten men and a coxswain, and, with Acting Paymaster Kitchen, landed at half-past three o'clock. Having accomplished our object, we left the shore about 5 p. m., on our return to the Pocahontas. As the men commenced to pull, and when we were about twenty yards from the beach, one musket was fired from a thicket, in the direction of the town. This appeared to be a signal, for, almost simultaneously with the report, a force of forty or fifty showed themselves within the thicket and fired a volley at our boat, killing two men and wounding one seriously. In the confusion following this first fire several of the men jumped overboard, and clung to the gunwale of the boat. This, with the loss of the men first wounded, and two others seriously wounded by the fire of a second volley, diminished very materially the effective force for pulling, so that it was some time before we could increase our distance from shore. However, as Paymaster Kitchen steered, and I pulled the stroke oar, by great effort we were enabled to gradually work our way out into the stream, being all the time exposed to a galling fire.

After about ten minutes the Mohican opened upon the rebels and the Potomska soon followed. The first shell from the Mohican fell in the midst of a group who were preparing to fire on us. This either injured or frightened them, as most of them either scampered towards Brunswick or the woods in the rear, notwithstanding the efforts of an officer whom I could plainly see endeavoring to get them to continue firing. After this a few scattered shots were fired at us, but without seriously wounding any one. I would add that their first volley was fired without hailing the boat, but when they saw us still trying to pull from shore one of them called out: "Surrender, you d—d sons of b—s;" but as they had already killed two men and wounded others, I replied: "No, I won't surrender."

Soon after the ships commenced firing, and while we were still within their range you came up in the gig and took us in tow. On examining the men I found two killed, three seriously wounded, and four slightly so. I would especially mention the conduct of Daniel Harrington, landsman, who exhibited great coolness and bravery during the whole affair; and at the same time I must say that nearly all the men acted nobly.

Very respectfully,

ARCH'D C. RHODES,
Assistant Surgeon.

G. B. BALCH, Esq.,
Lieutenant Commanding United States Steamer Pocahontas.

Commander Godon's report of a reconnoissance from Brunswick to Darien.

FLAG-SHIP WABASH,
Off St. John's, Florida, March 21, 1862.

SIR: Since my last despatch of the 19th instant I have received another interesting report from Commander Godon, giving the details of a reconnoissance by the inland passage from Brunswick to Darien, a copy of which I enclose.

Commander Godon, with the Pocahontas, Lieutenant Commanding Balch, and the Potomska, acting Lieutenant Commanding Watmough, with the launch and howitzer of the Mohican, in charge of Lieutenant Miller, proceeded to open the interior communication between St. Simon's sound and the Altamaha river. He soon encountered an obstruction, consisting of a double row of heavy piles, with heir tops just above the water at low tide. In a few hours a sufficient number

were removed, and the Pocahontas and Potomska passed through, but had advanced only five miles further when another obstruction of the same kind was met with.

After an unavoidable delay, owing to the rising of the tide, this also was removed, and both vessels entered the Altamaha, and as they turned into the river two rebel steamers were seen moving off from the wharf at Darien with full head of steam, rendering pursuit useless, particularly as the brasses of the Potomska's shaft-bearing had broken, in a measure disabling that vessel.

Commander Godon learned from some contrabands who came off from shore that Darien, like Brunswick, was deserted, a company of horsemen only remaining in the town, with the intention of firing the place, should the steamers approach it.

Owing to the crippled condition of the Potomska, Commander Godon did not deem it advisable to push his reconnoissance further, and accordingly returned through the passage he had cleared to the anchorage at Brunswick. He visited a number of plantations on St. Simon's island, but, with one exception, all were deserted, though some time previously fifteen hundred troops were quartered there.

Commander Godon speaks in warm terms of Lieutenant Commanding Balch and Acting Lieutenant Commanding Watmough, as well as of the officers and crews of all the vessels under his command, in which I heartily concur, desiring, however, to add my commendation of the zeal and ability of Commander Godon himself, in carrying out my views in reference to our occupation of this important section of the coast of Georgia.

Very respectfully, &c.,

S. F. DUPONT,

Flag-Officer Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

UNITED STATES STEAMER MOHICAN,

St. Simon's Island, March 16, 1862.

SIR: I have the honor to report that on the 13th instant I started in the Potomska, accompanied by the Pocahontas, with the launch and howitzer of this ship, in charge of Lieutenant Miller, in tow, and proceeded through the inland passage toward the Altamaha river.

I had heard that there were one or two rebel steamers at Darien and I hoped that I might get possession of them. About five miles from the anchorage at this place, and where I had left the Mohican, (between the batteries,) we found, as I had heard from contrabands, that the river was staked entirely across. We reached the spot at low water and found a double row of heavy piles, with their heads just above water. I at once got to work with both vessels and in a few hours hauled enough out of each row to allow a passage for both vessels, say forty feet, and here for the first time I learned that about five miles beyond another obstruction of the same kind had been placed. We reached the second difficulty at midnight, placed our hawser, as the tide was rising, but unfortunately the hawser disengaged itself from the pile, and in the night, with the rising tide, we could not find them to go on with the work, and my hope of passing through during the night was lost. My object was to get into the river so as to make a dash up to Darien by early daylight; we, however, worked hard that day, and by twelve o'clock got through the last obstruction. Between the two obstructions, midway, a battery had been built of mud, with the seeming object of firing at the vessels employed in removing the piles, but which could not be observed from those vessels.

As we passed the second obstruction and turned the river we saw the steamers moving off from the wharf at Darien with full head of steam, going up the Altamaha river.

At sundown I anchored both vessels at Doboy island, passing to reach that spot, which is on the Altamaha river, through Mud river at high water, with just twelve feet. We remained that day at Doboy, the wind blowing quite a gale from southwest to west.

As I had lost hope of the capture of the steamers and observing several large fires in the neighborhood of Darien, I determined to proceed no further at this time, more particularly as we found that the brasses of the Potomska's shaft-bearing had broken, and I feared she might become disabled. I had indeed accomplished my object, which was to open the inland passage to Darien, and if the Potomska had not been in, what I fear, a crippled condition, I should have placed her at Doboy, which commands the river outlet, or at Sapelow island, which commands the entire entrance to the Altamaha and the island passage to Savannah.

Darien has been deserted, as was Brunswick. This we learned from some contrabands who came off to us, a company of horsemen only remaining in town, with the intention of firing the place should we approach it.

I have now been from one end of St. Simon's island to the other; but one white man is left on it. I saw him; he is with his aged mother and little child. He had never been in the army, refused to leave his home, and was in mortal dread of our coming, as the military informed him that we came for the purpose of destroying even the women and children. We procured beef for the vessels at his plantation, for which we paid the price he asked, and furnished the family with some articles, such as coffee, salt, &c., which articles they had not even seen for months. We stopped at one or two other plantations on our way back, all deserted, but had been tenanted by the military at various times, for as late as November some 1,500 troops were quartered on St. Simon's. We found some of the places to contain large quantities of cattle, and at King's plantation, not three miles from this anchorage, we counted some fifty head near where we landed.

All the blacks have been removed from St. Simon's, and at Doboy we met the only negro seen, who was old and alone on the place. He had been the father of thirteen children, but he informed me that every one had been sold as they reached about eighteen years of age, and, as he graphically expressed it, "for pocket money for his master."

Your orders did not embrace the reconnoissance I have just made, and which has caused a delay of several days in communicating to you my progress to Brunswick. I hope, however, you will approve my conduct in the matter.

I have now cleared the passage to Darien from inside, which can be performed rapidly by gunboats of ten feet draught at any time; at low tides eleven feet; the draught of the Pocahontas and Potomska, is rather great, as they might be caught and delayed for higher tides.

I now beg leave, sir, to express myself in warm terms of commendation for the energy and skill of Lieutenant Commanding Balch and Acting Lieutenant Commanding Watmough, and for the aid they have rendered me in the active work we have been engaged in for the last eight days, and I take equal pleasure in mentioning the cheerfulness in this work of the officers and crews of the three vessels engaged.

* * * * * * *

I cannot speak to highly of the service rendered by Mr. Godfrey, the pilot.

I have the honor to be, &c.,

S. W. GODON, *Commander.*

Flag-Officer S. F. DUPONT,
Commanding S. A. Blockading Squadron.

Abandonment of batteries on Skiddaway and Green islands.

FLAG-SHIP WABASH,
Off Port Royal, March 27, 1862.

SIR: On being boarded this afternoon, while entering Port Royal harbor, by Commander Gillis, of the Seminole, I have the satisfaction to hear that the formidable batteries on Skiddaway and Green islands have been abandoned by the rebels, the guns having been withdrawn in order to be placed nearer Savannah. The abandonment of these batteries gives us complete control of Wassaw and Ossibaw sounds, and the mouths of Vernon and Wilmington rivers, which form important approaches to that city. I enclose the report of Commander Gillis, and also memoranda of information given by a contraband, which may be of some interest to the department.

Very respectfully, your obedient servant,

S. F. DUPONT,
Flag-Officer Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES STEAMER SEMINOLE,
Abreast of Skiddaway Battery, Wilmington River, Ga., March 25, 1862.

SIR: In obedience to your order dated 2d instant, we proceeded from Cumberland sound to Wassaw sound, Georgia, to blockade as directed. Having waited some days for the weather to settle and the wind to lull, we this afternoon felt our way with the lead up the narrow channel of the Wilmington river to the battery on Skiddaway island, accompanied by the Norwich, Lieutenant Commanding J. M. Duncan, and Wyandotte, Lieutenant Commanding W. D. Whiting. I sent our launch, with the howitzer and crew, under charge of Master McNair and Acting Master Steele, alongside the Norwich, and went on board of her. She being the shortest vessel and of lightest draught was sent ahead. After firing a shell or two at some horsemen near the house on the left, and a picket guard at the fort, as we approached, I proceeded in the gig, with Paymaster Sands, to the shore, followed by the launch. We found the battery a strong bastioned work for ten guns, with bomb-proof trenches, &c. The enemy had abandoned it, leaving imitation guns, covered with canvas, in position. Other boats from the vessels coming on shore, we destroyed the works, boats, lighters, &c., of the enemy, and having hoisted the Union flag over the fort and house with the red cupola, we returned on board our respective vessels. I learn that the confederate battery on Green island is abandoned. Several houses in sight are burning this morning, the red cupola house included. I send to Port Royal a prisoner taken in the marshes by the Release. His statement accompanies this.

I am, sir, respectfully, &c.,

JOHN P. GILLIS, *Commander.*

Flag-Officer S. F. DUPONT.

UNITED STATES STEAMSHIP SEMINOLE,
Wassaw Sound, Georgia, March 26, 1862.

SIR: The following statement is derived from London Middleton, a contraband picked up this afternoon by the Norwich, and sent on board this ship, viz:

His master was William P. Fulton, of Savannah. He left that city on the

22d instant, (Saturday,) coming by way of White Bluff and Green island to Raccoon Keys, from whence he expected to reach "a sawmill," which it was said we had on Wassaw island, with 3,000 troops.

All provisions are scarce at Savannah, and very dear, particularly bacon, rum, liquors, and "such like." Fresh beef is plenty, but costs twenty-five to thirty cents for what used to sell at six, eight, and ten cents per pound. Eggs were selling at fifty cents per dozen; chickens $1 50 per pair. Tea scarce; coffee selling at $1 50 to $1 75 per pound. They are "very bad off" for rum and liquors, and "almost have to give them up," and these, with bacon, they expected from the west, somewhere where the federals now hold possession.

Folks are "going and coming." Some who had left are returning, and they are sending the "negroes and cotton" inland, and moving all the "cash money" to Macon, and threaten to burn the city if they should be unable to hold it, and are in daily expectation of our attack. They had given up the idea of defending the Savannah river by torpedoes, because one of the principal men who was sinking them got drowned while down in a diving bell, and they now talk of piling the river across. He knows of *no raft* near Fort Jackson, near which Tatnall is, on board the Savannah, (late Everglade.) When he was last near Thunderbolt, some time since, they had eight guns mounted. There is a battery (number of guns unknown) at Costan's Bluff, and they said they were mounting guns at "the old fort" above Fort Jackson, below the "gas house," and near the first ferry wharf; but he knows but little of this part of the river, having been a fisherman around about White Bluff and Green island, but more recently waiting on the soldiers.

All the approaches to the city, not only main, but also the by-roads, are being fortified, and they told him "that they had one hundred thousand men."

Green and Skiddaway islands are abandoned except by a few cavalry. The guns from Green island were taken to fortify Benley, and those from Skiddaway to Montgomery, (a part of Benley, but about three-quarters of a mile separate,) both on the Winingberg river, which runs from Raccoon Keys up, making Green island, the first land to the northeast going up, and thence running up to Benley, Montgomery, and White Bluff.

They expect us to cross Skiddaway island, and have guns and pickets at the two bridges to cut them away and fight our forces on their arrival. The first bridge is reckoned to be five miles across from the cupola house, (last night burned by the rebels,) near the Skiddaway abandoned battery.

Respectfully, &c.,

JOHN P. GILLIS, *Commander*

Flag-Officer S. F. DuPont.

Fall of Fort Pulaski.

FLAG-SHIP WABASH,
Port Royal Harbor, South Carolina, April 13, 1862.

SIR: The despatches from the commanding general of this department to the honorable Secretary of War will convey the gratifying intelligence of the fall of Fort Pulaski. It was a purely military operation, the result of laborious and scientific preparation, and of consummate skill and bravery in the execution.

It would not have pertained to me to address you in reference to this brilliant and successful achievement had not Major General Hunter, with a generous spirit long to be remembered, permitted the navy to be represented on this interesting occasion by allowing a detachment of seamen and officers from this ship to serve one of the breaching batteries. I have thanked the general

personally for this kindness, and I desire at the same time to express my acknowledgments to Brigadier General Benham and Acting Brigadier General Gilmore for acts of consideration shown by them to my officers and men.

I enclose the report of Commander C. R. P. Rogers, who had the honor to command "Battery Sigel" on the second and important day.

Very respectfully, your obedient servant,

S. F. DUPONT,
Flag-Officer Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

FLAG-SHIP WABASH,
Port Royal Harbor, South Carolina, April 13, 1862.

SIR: I have the honor to report the return of the detachment from this ship which had the good fortune to take part in the bombardment of Fort Pulaski. It reached Tybee on the morning of the 10th just before the fire was opened; and the batteries being already manned, our men could not participate in the action of the first day.

General Hunter, General Benham, and General Gilmore all manifested the most generous desire to give the navy a share in the good work, and on the 11th, the most important day, four rifled guns in Battery Sigel, one of the nearest and most exposed batteries, and consequently one of the posts of honor, were assigned to the men of the Wabash.

We occupied it at daybreak, and kept up a steady and well-directed fire until the fort hauled down its flag at 2 p. m. The officers and men behaved well. I beg leave to commend to you Lieutenant Irwin, Acting Master Robertson, and Midshipmen M. L. Johnson and F. H. Pearson; Lewis Boun, captain of the forecastle, and George H. Wood, quartermaster.

When the enemy hoisted the white flag General Benham most courteously invited me to detail a naval officer to accompany the officer sent by him to arrange the terms of surrender, and I sent Lieutenant Irwin upon that honorable duty.

I spent the first day of the bombardment in the trenches with General Hunter and in visiting the different batteries, which I caused to be visited by several of our officers and men that they might profit by the experience to be acquired. The bombardment began at 8 a. m. on the 10th and continued during the day; but at first, while procuring the ranges, it was somewhat inaccurate, many of the artillerists being quite untrained. On the second day, in spite of a high wind, the firing from the rifled guns and columbiads was excellent; the former boring into the brick face of the wall like augurs, the latter striking like trip-hammers and breaking off great masses of masonry which had been cut loose by the rifles.

The four upper batteries were above sixteen hundred yards distant from Pulaski, and quite beyond the distance at which it has hitherto been held practicable to effect a breach, but which proved an easy breaching range with the wonderful projectiles which we now possess. When the fort surrendered the barbette guns had been silenced and many of them had been dismounted. The breach was practicable in two places, and could have been stormed without doubt. Our projectiles were passing through it and were knocking down the opposite wall which protected the main magazine, so that the garrison was convinced that in an hour or two the magazine must be blown up.

The heavy 13-inch mortars inflicted much less injury than I had expected; the casemates did not seem at all shaken by them. The parade ground had been formed into deep furrows, into which the shells rolled and burst without

the power of doing much harm. The guns used by the men of the Wabash were three 30-pounder Parrotts and one 24-pounder James.

I am, very respectfully, your obedient servant,

C. R. P. ROGERS,
Commander, Commanding United States Steamer Wabash.

Flag-Officer S. F. DUPONT,
Commanding South Atlantic Blockading Squadron.

Lieutenant Commanding Rhind's report of concealed attack on one of the Crusader's boats.

FLAG-SHIP WABASH,
Port Royal Harbor, South Carolina, April 22, 1862.

SIR: I have the honor to enclose a copy of a report from Lieutenant Commanding Rhind, of the Crusader, detailing the circumstances of a concealed attack upon one of his boats, in which Acting Master William D. Urann was severely wounded.

Lieutenant Commanding Rhind, with the co-operation of Colonel Fellows, of the army, commanding the post at North Edisto, planned a night attack upon the enemy, and though not successful in surprising them, had a short engagement with the rebels, in which he says, "the loss of the enemy, I feel sure, was sufficient to punish them for their cowardly attack on our boat."

Three of the Crusader's men were wounded in this skirmish, viz: Gustave Wacker, ordinary seaman, in the right arm and breast; Theodore Peterson, seaman, wounded slightly on the hip, and James Wilson, first boatswain's mate, on the leg, slightly.

Acting Master W. D. Urann, who was fired upon in the boat, was wounded in the left index finger and right wrist. The finger has since been amputated. Lieutenant Commanding Rhind speaks of him as an excellent officer. He is disabled for some time, but has no desire to leave.

The name of James Wilson, boatswain's mate, is also mentioned favorably.

Very respectfully, your obedient servant,

S. F. DUPONT,
Flag-Officer Commanding South Atlantic Blockading Squadron.

UNITED STATES STEAMER CRUSADER,
North Edisto, April 20, 1862.

SIR: On the 18th a party of the enemy, concealed in the woods below Seabrook's plantation, fired on one of our boats sent there to assist Mr. Reynolds, government agent, in securing some cotton. Acting Master W. D. Urann, who had charge of the boat, was severely wounded in the right arm and left hand.

No one of the enemy was seen during the fire, which was promptly returned by our boat's crew. I planned an expedition to capture the party that night, and called on Colonel Fellows, commanding the post here, for some men to assist me. He promptly afforded them, and enabled me to land a party of about sixty men, including officers.

We marched through the swamps to two plantations where I expected to find the enemy, reaching the further place about 3 a. m. The enemy discovered

our approach and fled, receiving the fire of a platoon of the 55th Pennsylvania regiment, under Lieutenant Bedell, of company K.

We halted there to rest our men, and shortly after daylight discovered a considerable force of mounted riflemen approaching rapidly to attack us. They opened fire upon us boldly, but fled as rapidly as they advanced after a smart skirmish of twenty or twenty-five minutes. I had one howitzer with me, and the first fire from it brought them to a sudden halt; the third and fourth dispersed them.

Three of the Crusader's crew were wounded in the affair. The loss of the enemy, I feel sure, was sufficient to punish them for their cowardly attack on our boat. Their numbers were variously estimated at from 50 to 100. We returned leisurely to the vessel, the enemy not attempting to follow, though all well mounted.

I am under obligations, for his prompt response to my call, to Colonel Fellows, and to Captain R. C. Dow, of company H, 3d New Hampshire, and Lieutenant E. Bedell, company K, 55th Pennsylvania, for their cordial co-operation.

I enclose the report of the assistant surgeon.

Very respectfully, your obedient servant,

A. C. RHIND, *Lieutenant Commanding.*

UNITED STATES STEAMER CRUSADER, *April* 20, 1862.

SIR: I make you the following report:

April 18.—Acting Master William D. Urann, wounded in the left index finger and right wrist. The finger has since been amputated.

April 19.—Gustave Wacker, ordinary seaman, wounded in the right arm and breast; Theodore Peterson, seaman, wounded on the hip, slightly; James Wilson, first boatswain's mate, on the leg, slightly.

I am, sir, very respectfully,

JOHN H. H. BREINTNALL,
Acting Assistant Surgeon.

A. C. RHIND, *Lieutenant Commanding.*

Lieutenant Commanding Rhind's report of expedition to capture a battery near the junction of Dawho, Pow Pow, and South Edisto rivers.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., May 2, 1862.

SIR: I enclose another interesting report from Lieutenant Commanding Rhind, of the Crusader, giving the particulars of an expedition, on the 29th ultimo, with the Hale, to capture a battery on Grimball's plantation, near the junction of the Dawho, Pow Pow, and South Edisto rivers. The enemy opened on the Hale when within 1,800 yards, and continued their fire as she winded her way to engage them at close quarters. But when the Hale reached the last bend and was making a straight course for the battery the rebels fled in haste. Lieutenant Gillis landed with a party of twenty men to destroy it.

The work was about 350 yards from the river bank, and mounted two fine long 24-pounders, on excellent field carriages, one of them, so rapid was the flight of the rebels, being loaded and primed.

Owing to the marshy character of the ground between the battery and the river the guns could not be removed; but Lieutenant Gillis discharged the one

loaded against the other, knocked off the cascabel, and took a large piece out of the breech. Both were then spiked with rat-tail files, and a large fire was made under them of the carriages, lumber, &c. The ammunition left was brought away.

Lieutenant Commanding Rhind next attempted to ascend the Pow Pow river, but owing to the ignorance of the pilot grounded. After getting off he retraced his steps, endeavoring to pass through South Edisto river, but, finding the pilot knew nothing of the channel, gave that up, and determined to return by the Dawho to North Edisto.

Expecting an ambuscade at a point near Slann's Bluff, he made the proper disposition to receive the close fire of the enemy. He reached the point about eight in the evening, and, as anticipated, was saluted by a heavy fire of field-pieces and musketry. The men on the Hale were kept under cover till the enemy had delivered their fire, when they replied with grape, canister, and shell. The point was soon passed and the Hale returned to her anchorage without having had a man injured.

Lieutenant Commanding Rhind commends the officers and men, and particularly Lieutenant Gillis, temporarily in command of the Hale, who managed his vessel well in the very narrow and crooked channel of the Dawho.

As the department is aware what a small vessel, and how lightly armed, the Hale is, it will appreciate this spirited affair of Lieutenant Commanding Rhind. I have given him my commendation, and will add that his manner of holding the waters of North Edisto for several months has been most satisfactory to me.

Very respectfully, your obedient servant,

S. F. DUPONT,
Flag-Officer Com'g South Atlantic Block'g Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES STEAMER CRUSADER,
North Edisto River, April 30, 1862.

SIR: At an early hour yesterday morning I started in the United States steamer E. B. Hale, Lieutenant Commanding James H. Gillis, to destroy a battery of the enemy on the Dawho river. Acting Assistant Surgeon Brientnall, Master's Mate Henry Parsons, and twenty-two men, with the flat and howitzer of the Crusader, were added to the force of the Hale.

On coming in sight of Grimball's plantation, near the junction of the Dawho, Pow Pow, and South Edisto rivers, the battery was discovered. The enemy opened fire on us at a turn in the river, distant about 1,800 yards from the battery, and continued his fire at the various points in the bends where advantageous opportunities were afforded. One long reach we had to make under a raking fire, but our shell had been planted so effectively by Lieutenant Gillis, who sighted most of the guns himself, that, by the time we reached the last bend and were making a straight course for the battery, the look-out reported the enemy deserting it in haste.

We then threw a few shells into the woods in the rear of the work, ran the Hale alongside the bank abreast of it, and landed a party of about twenty men, under Lieutenant Gillis, to destroy it.

The work was found to be 350 to 400 yards from the banks, mounting two fine long 24-pounders, on excellent field carriages. Lieutenant Gillis found one of the guns loaded and primed, and turning it upon the other knocked off the cascabel and took a large piece out of the breech. Both were then spiked with a rat-tail file, a good fire made under them of the carriages, lumber, &c., the

powder left in the magazine brought away, and every effort made to render the guns unfit for use that our means afforded. I landed shortly after and found the fire well at work on the guns and platforms. It continued to burn during the whole day.

Having finished our labors at this point, we started, about 11 a. m., to go up the Pow Pow river, to capture or destroy a small schooner at the wharf of Morris's rice mill, but, owing to the ignorance of the pilot, we got hard aground about a mile up the river. We remained in that position, unable to bring a gun to bear on either side, until about 5 p. m. Owing to the lateness of the hour and the insufficiency of the object to detain us during the night, we reluctantly gave up that portion of the expedition, and started at 5.30 to return, intending to go round by the South Edisto river. After proceeding a short distance through that stream, I found the pilot ignorant of the channel, and turned the Hale back to the Dawho, to run the gauntlet of an ambuscade that we well knew would be prepared for us at a favorable point near Slann's Bluff. We reached that, on our return, about 8 p. m., and had made proper disposition to receive the close fire of the enemy there. As we anticipated, when close abreast the place in the narrow river, they opened upon us a heavy fire of field pieces and musketry. Our men were kept under cover till their fire was delivered, when, manning our guns, we gave them in return some grape, canister, and shells. The point was soon passed, and we came out into the North Edisto river about 9 p. m., without having a single man hurt.

During the engagement with the battery, the Hale went through a very close fire, but one shot striking her, however, and that a glancing shot on the port bow, doing no damage. While under fire, on our return, one of the guns (32-pounder) was struck in the muzzle by a solid shot from a field piece, knocking out a piece and cracking the muzzle badly for some distance. I fear the gun is rendered comparatively useless.

Canister and rifle balls struck her in various places, but no damage was sustained. The Hale was well handled in that very narrow and crooked stream, by Lieutenant Gillis and his able executive officer, Mr. Bullers. Officers and men all did their duty.

Very respectfully, &c.,

A. C. RHIND,
Lieutenant Commanding.

Flag-Officer S. F. DUPONT,
Commanding South Atlantic Blockading Squadron.

Lieutenant Commanding A. A. Semmes's report of reconnoissance up Riceboro river on the 26th and 27th April, 1862.

FLAG-SHIP WABASH,
Port Royal Harbor, South Carolina, May 14, 1862.

SIR: I have the honor to enclose a copy of the report of Lieutenant Commanding A. A. Semmes, commanding the United States steamer Wamsutta, of a reconnoissance made by him and Acting Lieutenant Commanding P. G. Watmough, in the United States steamer Potomska, up Riceboro' river, on the 26th and 27th ultimo. The object of the expedition was to ascertain the condition of things in that vicinity, as well as to destroy a brig which was known to be near Dorchester.

After proceeding up Riceboro' river, a very crooked and narrow stream communicating with the waters of Sapelo sound, about 30 miles, and within less than two miles of Dorchester, they ascertained that the brig had been

burned by the rebels, and not deeming it advisable [to proceed further,] the two vessels returned.

On descending the river they were fired upon by a company of dismounted cavalry concealed in the woods and thick underbrush on Woodville island and two of the men of the Wamsutta, James Brown, quartermaster, and George Boswell, ordinary seaman, were killed. Enclosed are the certificates of the acting assistant surgeon and acting assistant paymaster of that vessel. The fire of the rebels was replied to by both steamers with shell, grape, and canister, which effectually silenced them. Their loss, as reported by contrabands who came in shortly after, was 16 killed and 32 wounded.

Very respectfully, your obedient servant,

S. F. DUPONT,
Flag-Officer Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES STEAMER WAMSUTTA,
Doboy Sound, April 30, 1862.

SIR: The evening of the 25th instant, Acting Lieutenant Commanding P. G. Watmough sent me his pilot, and information that he was ten miles up the Riceboro' river. The following day, near noon, I joined him with this vessel, and both went up after the brig that ran the blockade at Sapelo sound. Captain Watmough captured, the night of the 25th to 26th, three negroes carrying provisions to a rebel picket of cavalry near his anchorage. They pointed out some of the many dangers of the river, up which we went about fifteen miles that day. The morning of the 27th we reached a point within about a mile of Dorchester, where two negroes (one of whom left this forenoon for St. Simon's sound) came on board, and informed us that a smoke observed by us at 2 p. m. the previous day was the burning of the brig, she having been stripped, scuttled, and fired at that time. I have no doubt of the truthfulness of their information. She was opposite Dorchester.

Having gone thus far—say thirty miles—a point was reached (where the Potomska grounded) where the river became so very narrow, with a still narrower channel, that we deemed it imprudent to go any further. At noon both vessels started down, on the ebb, backing or going head first, as the tide happened to take them. We took the bottom so often that we began to expect it at every bend. It took five hours to get down to Woodville island, where the rebels opened a heavy fire upon us at a distance of from 20 to 30 yards, with rifles. This vessel was ahead, and grounded in the bend when under this fire. We replied to their fire with shells, grape, and canister. Two men were mortally wounded at the first volley. The negroes put the rebel force at about one hundred, and the rapidity of their fire went to show that to be nearly correct. Fortunately the Potomska could bring her battery to bear when our guns could not be used. At one point our starboard battery was used to assist the Potomska. The Potomska's fire was well-directed, and of great assistance to us. She had no casualties. Our port side bore pretty good evidence of the enemy's fire, which commenced at 5.40 and ended at 6.20.

The following day reached this anchorage, leaving the Potomska in Sapelo sound. The men who were killed were buried the same night on Doboy island. It gives me pleasure to bear testimony to the good conduct of all engaged on our side. The enclosed sketch will convey to you some idea of the difficulties of the river; it is not much exaggerated, if any. I enclose you a copy of the doctor's report of the casualties; also other papers from him and the paymaster.

With a good pilot a higher point could probably have been reached, with the chance of having the river obstructed before getting down.

I am, respectfully, &c.,

A. A. SEMMES,
Lieutenant Commanding, United States Navy.

Commodore J. R. GOLDSBOROUGH,
Commanding United States steamer Florida, St. Simon's sound, Ga.

Respectfully forwarded.

J. R. GOLDSBOROUGH,
Commander and Senior Officer.

UNITED STATES STEAMER WAMSUTTA,
Doboy Sound, April 28, 1862.

SIR: In the action between this vessel and the rebels on Woodville island on the 27th instant, I have to report the following casualties: James Brown, quartermaster, and George Boswell, ordinary seaman, were both shot through the abdomen, and died of their wounds the same evening—the former at half-past ten and the latter at a quarter-past seven.

Respectfully yours,

SAM'L F. QUIMBY,
Acting Assistant Surgeon, United States Navy.

Lieutenant Commanding A. A. SEMMES.

Respectfully forwarded.

J. R. GOLDSBOROUGH,
Commodore and Senior Officer.

Acting Volunteer Lieutenant Nickels's report of proceedings at Bull's Bay.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., May 2, 1862.

SIR: I forward herewith a copy of a report of Acting Volunteer Lieutenant J. F. Nickels's detailing proceeding at Bull's bay. He crossed the bar with the Onward on the 7th ultimo, and anchored within 800 yards of the light-house on Bull island, and opened fire on a small work situated about fifty yards to the southward of the light-house. Shortly after he landed in his boats, covered by the guns of the Onward. The rebels fired upon the party, but not awaiting an attack escaped from the island to the mainland. The Onward has now complete command of the channel, so that no vessel can either enter or go out.

Very respectfully, your obedient servant,

S. F. DUPONT,
Flag-Officer Commanding South Atlantic Blockading Squadron.

Hon. G. WELLES,
Secretary of the Navy.

UNITED STATES SHIP ONWARD,
Bull's Bay, April 9, 1862.

SIR: I have the honor to report that we arrived here on the 2d of this month, and on the evening of the 4th I went in my boat to examine the channel to Bull's bay, and also the island; but discovering nothing of importance that night I returned to the ship, and on the following afternoon I again started in the gig, accompanied by the first cutter.

On nearing the fortifications, situated about fifty yards to the southward of the light-house, I noticed indications of the island being occupied, and pulled to within about one hundred yards of the beach, and succeeded in drawing the fire of the enemy to the extent of about fifteen shots, without injuring any one. Being uncertain of the number on the island, and darkness coming on, we retired to the ship.

On Sunday afternoon made a sail in the offing; chased and boarded the schooner Henry Nutt, from New York, bound to North Edisto; returned and anchored near the bar.

Monday morning, the 7th, I went in and sounded and buoyed the channel to Bull's bay, and at 1.30 p. m. got under way, and proceeded in over the bar, (touching slightly in doing so,) and came to anchor in four fathoms of water, within eight hundred yards of the light-house; opened fire on the fort and woods near the beach to see if the enemy, if any, could be driven out.

After firing a couple of broadsides, I then started with the gig and first cutter to make a landing, and on nearing the beach we were again fired upon from the fort. I then sent back the first cutter with instructions to Mr. Dill, the second officer in charge of the ship, to throw a few more shell and cover our landing, which he did, (he seeing the enemy from the ship prepared to dispute our landing, and we not able to see them, owing to the high bank,) by throwing shell among them just as we were landing, which landing we accomplished as soon as possible, but too late to prevent them from escaping to the main land from the opposite side of the island, in boats, setting fire to a house in their hasty flight, which we discovered the next day to belong to W. H. Whildon, the former keeper of the light-house.

On the 9th sent parties on the island, and after a thorough search found it to be entirely abandoned.

We are now lying inside the bar at anchor, four fathoms of water, within about 800 yards of the light-house, having complete command of the channel, so that no vessel can enter or go out.

Very respectfully, your obedient servant,

J. F. NICKELS, *A. A. V. L.*,
Commanding United States Ship Onward.

Commander GOLDSBOROUGH,
Or Senior Officer off Charleston.

Lieutenant Commanding D. Ammen's report of operations on the St. John's river from the 20th to 30th April, 1862, inclusive.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., May 6, 1862.

SIR: I have the honor to transmit to the department the report of Lieut. Commanding D. Ammen, the senior officer in the St. John's river, with some enclosures. The department will not fail to see how energetically and intelligently this officer has held control of the waters of the St. John's, notwithstanding the withdrawal

of the troops from Jacksonville; this too, with so small a force, which has, however, penetrated again up to Picolata. I commend him to the special notice of the department.

Lieutenant Commanding Nicholson, in the Isaac Smith, was detained over three weeks at St. Augustine before it was possible for him to get over the bar; he entered the St. John's river, however, on the 4th instant, as I am informed by a letter just received from Commander Drayton, who also announces the arrival at Fernandina of the refugees alluded to by Lieutenant Commanding Ammen.

I am, very respectfully, your obedient servant,

S. F. DUPONT,

Flag-Officer Comd'g South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

UNITED STATES GUNBOAT SENECA,

Mayport Mills, St. John's River, Florida, May 3, 1862.

SIR: I have the honor to report that in obedience to your order, dated April 15, the Seneca left Port Royal on the 16th, and arrived off St. John's bar the next day at noon.

Lieutenant Commanding Stevens, of the Ottawa, sent a pilot, who went on shore again and returned the following morning, stating that he had sounded coming off, and, although rougher than he liked, yet he could take the vessel in without injury; we struck heavily, however. (A report of which is forwarded, in obedience to general order.)

I found the Ottawa, Pembina, and Ellen inside the bar, and on communicating with Lieutenant Commanding Stevens learned that on a personal inspection of the Ellen he deemed her return to Port Royal a necessity.

On the 19th the Ottawa, towing the yacht America, and accompanied by the Ellen, went to sea, followed by three or four schooners that had remained ten days for a fair wind.

On the 20th the Seneca and Pembina got under way; the latter anchored above St. John's bluff, with orders to return to the mouth of the river the following morning, unless heavy firing was heard in the vicinity of Jacksonville.

We proceeded up the river, and when abreast of Jacksonville observed a number of men, some of whom were reported bearing muskets; at sunset we anchored ten miles above.

On the morning of the 21st we stood up the river, when, near Picolata, we saw a high-pressure steamer coming down. We chased under all sail and steam, but the shoal water impeded our progress, and when up with the Orange flats I regarded further pursuit as futile, and we returned to the terminus of the St. Augustine railroad.

On the 22d we went down the river; on passing Jacksonville a company of sixty or a hundred who had formed hastily withdrew, but sentries appeared at various points, and groups of men, evidently soldiers or officers, demanded our forbearance by the presence of women and children. About sunset we anchored near the pilot-houses at Mayport, and found the Pembina.

At sunrise of the 24th we got under way, and accompanied by the Pembina proceeded off Jacksonville, anchoring abreast the lower saw-mill, or within 10″ range of the entire town. Before anchoring, a woman, in a boat, made signs, and on her getting alongside we found her to be the wife of a man named Vandergrift, who, with his father, had sought our protection several days before. She insisted that she had been abused, and that her life had been in danger from

the fact that her husband had joined us. I therefore took her on board, landing her at this point.

About the time of leaving the river, Lieutenant Commanding Stevens had stated to me that it was supposed that a small steamer had come down to Jacksonville; this was confirmed from various sources. The boat was sent up again in great haste, without landing two heavy pieces of artillery that she had on board.

On the 25th a man named Hall was observed pulling by the vessel, and was captured by us. He bears the character of a "regulator," a gang of marauders who have committed enormities for some time past. He was placed in double irons, and told that he would suffer for any further crimes committed against Union people along the river. In the afternoon we went to the mouth of the river, and on the following morning received on board three deserters from Captain Steele's company. The Pembina went up the river to Picolata, and the following evening both vessels anchored again at our usual point, just below Jacksonville.

On the 27th a flag of truce left the town, and was, after some delay, received by us. The object was to deliver a letter to Hall, and to state formally that he was a soldier. I stated that I was aware that he belonged to Captain Steele's company; that I apprehended him by name, and that he was a reputed "regulator." However, as he had been the object of a visit, I would be circumspect in relation to him, and that he would receive no punishment without trial and conviction by court-martial. I asked the officer whether many women and children were still in Jacksonville? He stated that many remained; and I then asked him to give my compliments to the commanding officer and say that I thought an early removal of them would be advisable.

Two hours later another flag of truce was received by us bearing a letter, of which the enclosed, marked A, is a copy. The following morning I sent Lieutenant Sproston with a flag of truce, bearing a letter, marked B. The commanding officer stated to Mr. Sproston that none of the eventualities specified would occur.

On the 28th the Seneca and Pembina weighed anchor, the former going up, and the latter down, the river to the bar. We anchored well in under a point near Picolata, but saw no steamers attempting to pass down.

On the evening of the 30th both vessels anchored again off Jacksonville; the town had every appearance of being almost entirely deserted.

The following morning the Seneca proceeded to the bar, hoping to find the Isaac Smith, or some other vessel assigned to these waters, but, as yet, none have arrived. I believe it probable that the rebels wish to use Black creek for the purpose of transporting guns or other heavy burdens, and therefore a vessel above the mouth appears necessary, and another at the mouth of the St. John's seems advisable. This occupies the present force, and leaves the vicinity of Jacksonville unoccupied, except upon the occasional removal of the vessels from the other point.

There are at this time about twenty persons at Mayport Mills, families of refugees and of the soldiers who deserted. They are wholly destitute, and I am obliged to feed them, or see them starve. Coming from Jacksonville this morning I seized upon a large sail boat, which I will employ in sending them to Fernandina to-morrow, if the weather is favorable.

The Pembina is now above the mouth of Black creek, and will remain there four days, when she will again meet this vessel at Jacksonville.

I have the honor to be, very respectfully, your obedient servant,

DANIEL AMMEN,
Lieutenant Commanding.

Flag-Officer SAMUEL F. DUPONT,
Commanding Southern Atlantic Blockading Squadron.

A.

HEADQUARTERS FOURTH REGIMENT FLORIDA VOLS., C. S. A.,
Jacksonville, April 27, 1862.

SIR: Major Bowen, of the fourth Florida regiment, informed me this morning that the removal of women and children from this city would be agreeable to you, as it is equally so to me.

I take this occasion to inform you that by Thursday night next the object will be effected, providing conveyance can be found for the purpose, of which you shall be duly notified.

Families desiring to move up or across the river in boats or lighters, it is supposed, will not be interfered with.

I am, sir, respectfully, your obedient servant,

EDWARD HOPKINS,
Colonel Commanding.

B.

UNITED STATES GUNBOAT SENECA,
Off Jacksonville, Florida, April 28, 1862.

SIR: I received your note yesterday by the hands of Major Bowen. The removal of women and children from the immediate presence of hostile forces is always desirable, and as I had made my appearance here several days ago, I supposed by this time few remained.

If it is not your object to erect batteries within one statute mile of the city, or to throw large masses of men into it, or if we are not fired upon in the vicinity, no danger need be apprehended by the peaceable inhabitants, and a removal will not be necessary. If, however, any of the eventualities specified are in contemplation, I advise the earliest removal of all who do not expect to share the fate of those who are in arms.

As I indicated verbally the above points at the time of the receipt of your note, I trust that they have already received your full consideration, and that an early, if not an immediate, answer may be given.

Very respectfully, your obedient servant,

DANIEL AMMEN, *Lieutenant Commanding,*
Commanding Naval Forces, St. John's river, Florida.

Colonel HOPKINS,
Commanding Forces at Jacksonville.

Flag-Officer DuPont reports getting possession of the Planter.

FLAG-SHIP WABASH,
Port Royal harbor, South Carolina, May 14, 1862.

SIR: I enclose a copy of a report from Commander E. G. Parrott, brought here last night by the late rebel steam-tug Planter, in charge of an officer and crew from the Augusta. She was the armed despatch and transportation steamer attached to the engineer department at Charleston, under Brigadier General Ripley, whose barge, a short time since, was brought out to the blockading fleet by several contrabands.

The bringing out of this steamer, under all the circumstances, would have done credit to any one. At 4 o'clock in the morning, in the absence of the

captain, who was on shore, she left her wharf close to the government office and headquarters, with palmetto and confederate flags flying, passed the successive forts, saluting as usual by blowing her steam whistle. After getting beyond the range of the last gun, she quickly hauled down the rebel flags and hoisted a white one.

The Onward was the inside ship of the blockading fleet in the main channel, and was preparing to fire when her commander made out the white flag. The armament of the steamer is a 32-pounder or pivot, and a fine 24-pounder howitzer. She has, beside, on her deck four other guns—one seven-inch rifled—which were to have been taken the morning of the escape to the new fort on the middle ground. One of the four belonged to Fort Sumter, and had been struck in the rebel attack on the fort on the muzzle. Robert, the intelligent slave and pilot of the boat, who performed this bold feat so skilfully, informed me of this fact, presuming it would be a matter of interest to us to have possession of this gun. This man, Robert Small, is superior to any who have come into our lines—intelligent as many of them have been. His information has been most interesting, and portions of it of the utmost importance.

The steamer is quite a valuable acquisition to the squadron by her good machinery and very light draught. The officer in charge brought her through St. Helena sound, and by the inland passage down Beaufort river, arriving here at 10 o'clock last night.

On board the steamer, when she left Charleston, were eight men, five women, and three children.

I shall continue to employ Robert as a pilot on board the Planter for the inland waters, with which he appears to be very familiar. I do not know whether, in the views of the government, the vessel will be considered a prize; but, if so, I respectfully submit to the department the claims of this man Robert and his associates.

Very respectfully, your obedient servant,

S. F. DUPONT,
Flag-Officer Commanding, &c.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMSHIP AUGUSTA,
Off Charleston, May 13, 1862.

SIR: I have the honor to inform you that the rebel armed steamer Planter was brought out to us this morning from Charleston by eight contrabands, and delivered up to the squadron. Five colored women and three children are also on board. She carried one 32-pounder, and one 24-pounder howitzer, and has also on board four large guns, which she was engaged in transporting

I send her to Port Royal at once, in order to take advantage of the present good weather. I send Charleston papers of the 12th, and the very intelligent contraband who was in charge will give you the information which he has brought off.

I have the honor to request that you will send back, as soon as convenient, the officer and crew sent on board.

I am, respectfully, &c., your obedient servant,

E. G. PARROTT,
Commander and Senior Officer present.

Flag-Officer S. F. DUPONT,
Commanding South Atlantic Blockading Squadron.

Proceedings of Commander Prentiss in Winyaw Bay, &c.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., May 28, 1862.

SIR: When off Georgetown in the Keystone State, on the 19th instant, Commander Prentiss, of the Albatross, and the senior officer of the blockading force off that port, informed me that he had delayed crossing the bar, being apprehensive that the steamer Seabrook, with a thousand bales of cotton on board, might get out of the Santee while he was inside, but that he was preparing to enter. I have the pleasure to enclose a very interesting report from him detailing his operations and occupation of Winyaw bay.

Commander Prentiss crossed the bar on the 21st instant, with the Albatross and the Norwich, Lieutenant Commanding Duncan, and entered Winyaw bay. After passing a small deserted redoubt near the light-house, an extensive fortification was observed on South island with, apparently, several large guns mounted; but on approaching nearer, it was found deserted, and the guns proved to be Quakers. Another fortification, on Cat island, was also observed.

On the 22d he stood up the bay for the city of Georgetown, entered Sawpit creek, and steamed slowly along the wharves. Not being prepared to hold the place, Commander Prentiss did not land, knowing there was a force of both cavalry and artillery in the town, and a contest might have involved the destruction of the city. He ascended the Wacamaw river, about ten miles above Georgetown, through a rich and beautiful country, meeting with no resistance. He took under his protection about eighty contrabands.

The rebels are much alarmed, and are leaving their plantations in every direction, driving their slaves before them to the pine woods.

The department, I am sure, will be pleased with the report of Commander Prentiss, as it conveys not only important information, but at the same time evinces, on his part, courage and discretion.

Very respectfully, your obedient servant,

S. F. DUPONT,
Flag-Officer Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

UNITED STATES STEAMER ALBATROSS,
Winyaw Bay, May 25, 1862.

SIR: I have the honor to report that on the afternoon of the 21st instant, finding my draught of water sufficiently reduced, I passed the bar with the steamer Norwich, Lieutenant Commanding Duncan, in company, and entered this bay. Passing a small deserted redoubt near the light-house, we could see, on South island, quite an extensive fortification with, apparently, several large guns mounted in barbette. We ran for this, but on nearer approach found it abandoned and armed with rebel Quakers. From this point we could see, on Cat island, a well-built fort. Some cavalry appeared in the skirts of the woodland. We scattered them with a few shell, and running under the walls found it deserted like the others, and armed with like harmless batteries. This was a well-built fortification, of quadrangular form, fitted with platforms for mounting ten guns and containing bomb-proofs, magazines, and furnace for hot shot. I landed, fired the fort and encampment near it, together with a large quantity of timber prepared for closing the channel.

At daylight on the 22d I stood up the bay for the city of Georgetown, entered Sawpit creek, on which it is built, and steamed slowly along the wharves, the muzzles of our guns within thirty yards of the houses.

A brig loaded with turpentine was fired as we approached, probably with the intention of stopping us, but the time chosen for entering was slack-water, and the wind unfavorable for their purposes. We passed the burning hull to the outskirts of the town, turned with some difficulty, and retraced our route, stopping from time to time to capture a boat or see if the authorities were disposed to communicate with us. I had sent word to the Union men to make no demonstration whatever, as I was not prepared to hold the place permanently. A few, however, appeared upon the wharves and indicated by gestures or words their joy at seeing us, while the masses of citizens kept aloof. No hostile movement was made, though there were at the time both cavalry and artillery in the place. While passing up a woman appeared in the belfry of a church or city hall, and spread a rebel flag over the bell. I was greatly tempted to send on shore and seize it, but refrained, from the consideration that a contest in the streets would have compelled me to destroy the city, involving the ruin of the innocent with the guilty. This would have been the work of a few minutes only, and I am prepared to put the place in possession of the military whenever they will send a force to occupy it permanently and protect the Union men, who number nearly one-fourth of the population.

In the afternoon I ran up the Wacamaw about ten miles, through a rich and beautiful country, stopped at a public mill, seized a lighter of rice, several boats, and about eighty contrabands, who claimed my protection. I then returned to the anchorage, near the light-house, and founded a colony, which is rapidly increasing.

From time to time I have shelled the woods where encampments have been found, and there is not now a solitary rebel on North or South island. Yesterday I destroyed the last remaining bridge which connects with the main land, and there is no longer danger from incursion of cavalry, the only arm that is efficient, or that dares venture down here. The rebels are just now very much frightened, and are leaving their plantations in every direction, driving their slaves before them to the pine woods.

Large quantities of rice are stowed along the banks of the river, and the armies at Charleston and Savannah are constantly supplied from them. If you will send me the means, (small steamers and vessels for transportation,) I can capture immense quantities, but to do this it will be necessary to seize the mills at the same time, for when we commence seizing they will commence burning them. * * * * * * *

I am, sir, respectfully, your obedient servant,

GEO. A. PRENTISS,
Commander.

Flag-Officer S. F. DUPONT,
Commanding South Atlantic Blockading Squadron,
Hilton Head, S. C.

Possession of Stono by the gunboats.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., May 31, 1862.

SIR: I have the honor to inform the department that the gunboats have possession of Stono.

From information derived chiefly from the contraband pilot, Robert Small, I had reason to believe that the rebels had abandoned their batteries, and accord-

ingly directed Commander Marchand, the senior officer off Charleston, to make a reconnoissance to ascertain the truth of the report. This was done on the 19th instant, and the information proving correct, I ordered the gunboats, on the next day, (being myself off Charleston in the Keystone State,) to cross the bar.

The Unadilla, Pembina, and Ottawa, under Commander Marchand, assisted materially by C. O. Boutelle, esq., assistant on the Coast Survey, succeeded in entering Stono, and proceeded up the river above the old fort opposite Legaréville. On their approach the barracks were fired and deserted by the enemy.

Six prisoners were captured by Messrs. Boyd and Bradford, two officers of the surveying steamer Bibb, with a boat's crew of five seamen. The prisoners were a picket guard at the magazine of the old fort, and belong to the 24th South Carolina regiment. On the 28th instant the Huron crossed the bar, and the day following the Pawnee.

Enclosed is a copy of an interesting report of Commander Drayton, in which he says: "We are in as complete possession of the river as of Port Royal, and can land and protect the army whenever it wishes." There are no batteries of the enemy on the Stono below Wappoo Cut, where, however, the rebels have a battery of smooth-bore guns, with a rifled cannon of long range, exceeding that of any in the squadron.

This important base of operations—the Stono—has thus been secured for further operations by the army against Charleston, of which General Hunter proposes to take advantage. I have put at his disposal, for the transportation of troops, the steamers Alabama, Bienville, Henry Andrew, Hale, and Planter. The tugs Petit and Mercury are to-night employed on the same duty.

* * * * * * *

Very respectfully, your obedient servant,

S. F. DUPONT,
Flag-Officer Com'dg South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

UNITED STATES STEAMER PAWNEE,
Stono, May 30, 1862.

SIR: In obedience to your orders of the 28th instant I entered this place the following morning, but not without some difficulty; for, although it was at the very top of the tide and in the best water, my vessel struck heavily twenty times, and I am satisfied that every vessel drawing more than nine feet must always do so.

I found that Captain Marchand had arrived here the evening before with the Ellen, and had already ordered almost everything that I had intended doing myself. Two vessels had been sent to look for the battery that had fired on the Unadilla, and Lieutenant Commanding Collins, on his return, reported that it had been removed to Charleston, probably having thrown the guns overboard, as some were felt under the mud, belonging either to this battery or to an earth one which was destroyed by him.

I found the Pembina and Huron a little above Legaréville, the Ottawa lower down, and with the three vessels went up until, at the last bend of the river before coming to Wappoo Cut, we opened fire on a small steamer which was seen near that place, when a fire was opened on us from a very heavy rifled gun, some of whose shot and shell fell a little short. Here I left the Pembina and Huron for the night a little above Newtown creek, returning to the Pawnee, which I had left below the piles off Legaréville.

This morning, having had some of the piles drawn up, I passed through the

barrier and went to the place where I had left the two gunboats, in the Pawnee, where I anchored her, and continued on in the Ellen. On rounding a point a little above we came in full sight of the fortification from which the gun had been fired yesterday, when I opened with the Parrott guns of the Ellen, the shell from which just reached, with 20-second fuses and about 16 degrees elevation. This was immediately returned from their rifle, the shells from which were fired with such accuracy that I think they must have measured the distance. After having received about a dozen fires and returned them rather more, and having gained as much information of the battery as was important, I returned to the Pawnee, from which vessel I also threw a few shells, and at sunset returned to the neighborhood of Legaréville, intending to send the Unadilla to you in the morning had the Flora not arrived. The contrabands tell us that torpedoes have been laid in the river; but even were this not the case, I hardly think that the gunboats could go beyond where I did to-day without great risk of sticking in the mud. Besides the rifle gun alluded to, the battery contains a number of smooth-bores, the negroes say seven, the shot from which, however, all fell much short of us, the distance being over two and a half miles, according to Captain Boutelle's measurement, who knows every inch of the ground, having had a surveying station near by. As this battery is on what may be called a different island from that on which the army are to act, I do not see that it can have any bearing on their occupation.

To sum up, we are in as complete possession of the river as of Port Royal, and can land and protect the army whenever it wishes. Beyond the reach of our guns I cannot, of course, be responsible for; it must, to a certain extent, then look out for itself.

We see horsemen everywhere on the watch, but they are becoming a little shy, as we have fired at them several times.

The Flora will take away a number of our contrabands, who are a little in the way at present, although I think the army could find plenty of work for twice as many. The battery I have alluded to is close to Wappoo Cut, but Mr. Hafford, who goes down with this, will point out all the localites.

Captain Marchand went out this morning to join his vessel. There are with me at present the Huron, Unadilla, Pembina, Ottawa, and Helen. The Flora only arrived late this evening as I came down the river; and, as she starts at daylight, I may, in my hurry, not have made myself clear; but, as I said above, Mr. Hafford can explain everything. The Pembina and Huron are now above Newtown creek, where I shall leave them.

Very respectfully, your obedient servant,

P. DRAYTON,
Commander and Senior Officer at Stono.

Flag-Officer S F. DUPONT,
Commanding South Atlantic Blockading Squadron, Port Royal.

P. S.—I enclose requisitions from the Huron; the rifles are much wanted, Captain Downes states, but are scratched out because of a previous requisition.

P. D.

Death of Lieutenant John G. Sproston.

FLAG-SHIP WABASH,
Port Royal Harbor, South Carolina, June 11, 1862.

SIR: Enclosed the department will find a communication from Lieutenant Commanding Ammen, of the Seneca, reporting the death of Lieutenant John G. Sproston, the executive officer of that vessel.

The man Huston, whose capture was deemed important, was a guerilla chief of desperate character, too many of whom are still left in Florida. He had participated in the ambuscade on the boats of the Penguin and Andrew in Mosquito inlet, when two officers and five men were killed.

A contraband who acted as pilot on that occasion, and was wounded and taken prisoner, this man hung to a tree and boasted of it. After being wounded, Huston's life was spared by the sudden interposition of his wife.

Lieutenant Sproston was an able, brave, and devoted officer, from the State of Maryland. He had come under my observation on the China station in 1858. He was distinguished while in the command of one of the boats which destroyed the rebel privateer under the guns of the Pensacola navy yard in September, 1861, and his whole conduct during this war has been gallant and meritorious. I consider him a great loss to this fleet and to the service.

His remains will be forwarded by the Arago. May I ask the department to have them sent to Baltimore.

Very respectfully, your obedient servant,

S. F. DUPONT,

Flag-Officer Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

UNITED STATES GUNBOAT SENECA,

Mayport Mills, St. John's river, Florida, June 8, 1862.

SIR: I have the melancholy duty to report the death of Lieutenant John G. Sproston, the executive officer of this vessel. At 3.30 a. m. of to-day he left in command of three boats, with Acting Master J. H. Rodgers, Master's Mate Fiske, and forty small arm men. He was accompanied by a reserve force of thirty men from the Patroon.

The object was to capture a man named George Huston, a captain of a company of rebels now in the vicinity of Black creek. I was informed that Huston boasted of having hung a negro pilot who was captured at the time of the death of Lieutenant Commanding Budd, near Smyrna, and on that account I wished him as a prisoner, for the purpose of securing the general tranquility of persons along this river, most of whom, I doubt not, would gladly acknowledge the authority of the government of the United States, were they not in fear of violence from men of this character.

Lieutenant Sproston landed at early daylight and proceeded rapidly with his party to the house of Huston; the latter, it appears, was apprised of his coming, and met him at the door, armed with a double barrelled gun, two pistols, and a bowie knife. Upon the demand of Lieutenant Sproston to surrender himself as a prisoner, Huston fired at him with a pistol, the ball entering high up on the left breast, killing him instantly. Huston discharged the other pistol and gun without further injury to our party, and was instantly wounded in four places, and brought on board. He is supposed to be mortally wounded. Several shots were fired from Huston's house by persons who escaped.

Huston's firing upon Lieutenant Sproston, supported as he was by a large force, was a wilful murder, and involved necessarily his own destruction.

It is needless for me to state to you and to the department the character of Lieutenant Sproston, known as he is as a highly accomplished and honorable

officer. I cannot refrain, however, from expressing my deep regret that the country should have lost so valuable an officer by the hand of a miscreant.

I have the honor to be, very respectfully, your obedient servant,

DANIEL AMMEN,
Lieut. Com'g and Senior Officer of forces in St. John's river.

Flag-Officer SAMUEL F. DUPONT,
Commanding South Atlantic Blockading Squadron,
Port Royal, South Carolina.

Barbarities practiced on negroes on Hutchinson island, South Carolina.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., June 16, 1862.

SIR: I have the honor to forward a very interesting and very graphic letter from Lieutenant Commanding Truxton, of the Dale, giving, in strong and earnest words, the condition of many of these sea islands in consequence of the withdrawal of the army forces to Stono.

The Dale is anchored in St. Helena sound, abreast of a fort on Otter island, which until lately was occupied by the troops of General Hunter, while at the same time pickets were stationed on many of the adjacent islands to give notice of the approach of the rebels. In consequence of late projected movements most of these forces have been transferred to Stono, leaving only the Dale, a sailing vessel, to protect the contrabands remaining of choice on the plantations, where many of them had been born.

The rebels, through information given by a negro who had been employed by our army, became aware of the absence of our troops, and, under this man's guidance, made a descent upon Mrs. March's plantation, on Hutchinson's island, surrounded the house with a ferocity characteristic at all events of this part of the south, murdered in cold blood the poor unfortunates, who were awakened from their slumbers to fall by the hands of the infuriated rebels.

The department will perceive by the narrative how much the gunboats are looked up to by the contrabands for their defence, and how much they are feared by the enemy for attack. Even while engaged in firing upon frightened, unarmed blacks, their constant dread was of the ship.

But, whilst desirous to afford protection in all cases, I must earnestly press upon the department the necessity of sending me more steam-vessels of light draught, and at the same time of calling the attention of the government to the urgent need of more troops on this part of the coast.

A good portion of my force is now in the Stono river covering the army, and I am necessarily obliged to take these vessels from their legitimate duty of blockading, and this at a time when, from information derived from the department, a concerted attempt is about being made to break the blockade, either by stratagem or force.

The army for months past has had control in a measure of many of the sea islands in this vicinity, extending to North Edisto. The contrabands have remained quietly here cultivating the plantations under our protection, and it seems to me that the government is bound by every principle of justice and policy to shield them from these barbarous inroads.

I think this a fitting occasion to bear testimony to the zeal and earnestness ever displayed by Lieutenant Commanding Truxton since he has had charge of the waters of St. Helena sound.

Very respectfully, your obedient servant,

S. F. DUPONT,
Flag-Officer commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES SHIP DALE,
St. Helena Sound, S. C., June 13, 1862.

SIR: This morning at 4 o'clock it was reported to me that there was a large fire on Hutchinson's island, and shortly after that a preconcerted signal that the enemy were in the vicinity had been made from the house of our pilot. I immediately started in the gig, accompanied by the tender Wild-Cat, Boatswain Downs; launch, Acting Midshipman Terry; 1st cutter, Acting Master Billings; 2d cutter, Acting Master Hawkins; and 3d cutter, Coxwain Shurtleff, up Horn or Big River creek, in the direction of the fire. Soon after leaving the ship a canoe, containing three negroes, was met, who stated that the rebels, three hundred strong, were at Mrs. March's plantation killing all the negroes.

As we advanced up the creek we were constantly met by canoes, with two or three negroes in them, panic-stricken, and making their way to the ship, while white flags were to be seen flying from every inhabited point, around which were clustered groups of frightened fugitives. When about two and a half miles from Mrs. March's I was obliged to anchor the Wilt-Cat, from the want of sufficient water in the channel, with orders to be ready to cover our retreat, if necessary.

On arriving at Mrs. March's the scene was most painful; her dwelling and chapel were in ruins, the air heavy with smoke, while at the landing were assembled over one hundred souls, mostly women and children, in the utmost distress.

Throwing out a picket guard, and taking every proper measure against surprise, I satisfied myself that the enemy were not in our immediate neighborhood, the negroes assuring me that they had left the island and returned to Fort Chapman.

I then gathered the following particulars: The rebels during the night landed on the island from Fort Chapman with a force of unknown numbers, guided by a negro who for a long time had been on Otter island in the employ of the army, surrounded the house and chapel, in which a large proportion of the negroes were housed, posting a strong guard to oppose our landing.

At early dawn they fired a volley through the house. As the alarmed people sprang, nearly naked, from their beds and rushed forth frantic with fear, they were shot, arrested, or knocked down. The first inquiry of the rebels was for the "d—d Yankees," and at what time we were in the habit of visiting the islands, mingled with exclamations of "Be quick, boys, the people from the ship will be up;" "let's burn the houses;" "not yet, they will see the fire from the ship and come up."

Having collected most of the chickens and despoiled many of the poor people of their very wretched clothing, and telling them that, as they belonged to the estate, or others nearly adjoining, they would not molest them, they fired the buildings and fled.

As the people were clamorous to be removed, I filled the boats with them and pulled down to the tender, on board of which they were placed. On our return for the remainder, they were observed, as we approached the landing, to be in the utmost confusion, dashing wildly into the marshes and screaming, "the secesh are coming back." On investigation, however, it proved to be that the enemy, in full sight about two miles off, crossing an open space of ground, were in hasty retreat instead of advancing. On our first visit they must have been concealed in a patch of woods not more than half a mile from our pickets.

Having succeeded in removing or providing with boats all who wished to remain to collect their little property, I returned to the ship, bringing with me about seventy, among them one man literally riddled with balls and buckshot, (since dead;) another shot through the lungs, and struck over the forehead with a clubbed musket, laying the bone perfectly bare; one woman shot in the leg,

shoulder, and thigh; one far gone with pregnancy, with dislocation of the hip joint, and injury to the womb, caused by leaping from a second story window; and another with displacement of the cap of the knee and injury of the leg, from the same cause.

It appears that the negro who guided the party had returned to them after the evacuation of this place, told them all the troops had been withdrawn, and that the islands were entirely unprotected except by this ship. I am, therefore, at a loss to account for their extreme barbarity to negroes, most of whom were living on the plantation, where they had been born, peacefully tilling the land for their support, which their masters, by deserting, had denied them, and who were not even remotely connected with the hated Yankee. * * *

I trust you will approve my sending the contrabands to Hilton Head. Had I not been unable to provide for such a large number, and so much embarrassed by the frequent demands made upon me for provisions by new arrivals, I should have waited for your orders in the matter.

Last Tuesday we had an arrival of thirty from the main land, and scarcely a day passed without one or more arrivals, always in a half-starved condition, whose appeals for food I have not yet been able to resist, though trespassing rather largely on the ship's stores. All the new arrivals give the same account of the want and scarcity of provisions among the white population, and of their own dangers and sufferings in effecting their escape.

Though exercising no control over the negroes on the neighboring islands, I have, ever since the withdrawal of the troops, urged them to move to Edisto or St. Helena, and warned them that some night they would be visited by the rebels; but the majority insisted on remaining, because it was their home, while all seemed to have the most perfect faith in the protection of the ship, though perhaps, as was the case last night, ten or twelve miles distant from her.

Very respectfully, your obedient servant,

W. T. TRUXTON,
Lieutenant Commanding.

Flag-Officer S. F. DuPONT,
Comm'g South Atlantic Blockading Squadron, Port Royal, S. C.

Operations in North Edisto river, South Carolina, June 21, 1862.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., June 25, 1862.

SIR: I enclose another interesting report from Lieutenant Commanding Rhind of further operations in North Edisto.

On the 21st instant, with the Crusader and the Planter, and piloted by Robert Small, he ran up North Edisto river into Wadmelaw sound as far as Simmons's Bluff, which is on the mainland.

The rebels had an encampment there and some artillery, but made no use of the latter. A few broadsides from the Crusader dispersed the enemy, and Lieutenant Commanding Rhind, landing with a company of the 55th Pennsylvania volunteers, under command of Captain Bennett, met with no resistance. About thirty tents and some cabins used as quarters were fired, and a few muskets brought away. We had no casualties.

The department has noticed how active Lieutenant Commanding Rhind has been while holding the waters of North Edisto, but I respectfully submit that

he should have a better command sent to him, when the department can do so, for I think he has justly earned one.

Very respectfully, your obedient servant,

S. F. DUPONT,
Flag-Officer commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER CRUSADER,
North Edisto, June 23, 1862.

SIR: On the 21st I took this vessel, followed by the Planter, Acting Master Phenix, up to Simmons's Bluff, on Wadmelaw sound, and, after a short engagement, drove off a force of the enemy stationed there, and captured and destroyed their camp. On board the Planter were four officers and seventy men of the 55th Pennsylvania volunteers, under command of Captain Bennett. From orders and papers found in the camp, it appears that the force at the point consisted of the Marion artillery and two companies of the 16th regiment South Carolina volunteers, and that the regiment was placed two miles back. As we approached the point the artillery (which seemed to be quartered in some plantation houses near a mile off) was seen advancing, and some baggage wagons going off from the bluff. We advanced slowly without firing, my object being to draw the artillery down; but they seemed to halt in a clump of woods some distance from the point, and apparently retired, as we saw no more of them during the day. We passed slowly by the bluff at half pistol-shot distance, and received a smart musketry fire from rifle-pits and the houses. Our nearness seems to have disconcerted their aim, as their volleys passed harmlessly over our heads. A couple of broadsides were discharged at them, and when the smoke cleared away the enemy had disappeared. Rounding to above the bluff, we passed slowly down again and anchored abreast the rifle-pits and houses. I then went on board the Planter, and taking her in to the shore, landed with Captain Bennett's command, fired their tents, about thirty in number, and some cabins used as quarters. The enemy had taken off the baggage, &c., before we landed. A few muskets and other articles were brought away. We returned to our anchorage off the wharf about 6 p. m. without loss, and with very trifling damage.

Colonel White, of the 55th Pennsylvania, commanding the post here, and his officers and men, co-operated with us with great cordiality.

Very respectfully, your obedient servant,

A. C. RHIND,
Lieutenant Commanding.

Flag-Officer S. F. DUPONT,
Commanding South Atlantic Blockading Squadron.

Engagement on James's island.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., July 3, 1862.

SIR: The most important of my late operations has been reported to the department, viz: the quick seizure of Stono inlet and river before the rebels could discover the very great military error they had committed in abandoning the strong defences of those waters, protected as they were on the interior by

the dangerous shifting and shallow bar leading into them. The army determined to avail itself of this successful turning of all the forts in Charleston harbor, which presented so firm and proximate a base of operations.

Under the cover of light vessels, including the Pawnee, which was bumped over the bar, the troops were landed on James's island, the firing being almost continuous for two days, and succeeded in obtaining secure positions. The naval part of the operations having received the commendation of the commanding general in an order which I have before transmitted. On the return of Major General Hunter to Port Royal an attempt was made in his absence, by a general advance of the army forces, to carry the rebel works at Secessionville, which, it was thought, were in unpleasant proximity to the camps. The effort was unsuccessful, and the troops fell back without being fired upon or followed, and returned to their lines without demoralization, but, I grieve to add, with a loss of killed, wounded, and missing approaching seven hundred.

This event was followed by an order for the evacuation of James's island and of the works already erected there. On hearing this, incidentally, I immediately despatched Commander C. R. P. Rodgers (who, in addition to his duties as captain of this ship, has been discharging those of captain of the fleet) to Stono, to see Commander Drayton and ascertain the effect which this new order of things might produce on the naval force. I have the views of both these intelligent and experienced officers, based upon a local inspection of the important points involved, and I purpose myself, though a short time ago I passed along all the points of my station, to visit them in a few days again.

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S. F. DUPONT,
Flag-Officer commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Commander G. B. Balch's report of reconnoissance up the Black river.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., August 21, 1862.

SIR: I have the honor to forward the report of Commander G. B. Balch of a reconnoissance up the Black river, some twenty-five miles above Georgetown, with the Pocahontas and the captured steam-tug Treaty. It was conducted with the energy and intrepidity characteristic of that officer, who was also well supported by Acting Volunteer Lieutenant Baxter, in command of the tug.

The expedition was undertaken for the purpose of capturing a rebel steamer, called the Nina, said to be in the Black river, about forty miles above Georgetown; but after ascending some twenty-five miles, and shelling the enemy out of a battery, Commander Balch received reliable information that the machinery had been removed from the steamer, rendering her possession useless to us.

On his return he was attacked by the rebels from the woods, on both sides of the narrow river, and, though hotly engaged, succeeded in returning to his anchorage, with only one casualty, the wounding of Acting Third Assistant Engineer J. A. Hill, who was severely injured by a Minie ball, though it is to be hoped not fatally. * * * * * *

Very respectfully, your obedient servant,

S. F. DUPONT,
Rear Admiral commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER POCAHONTAS,
Georgetown Harbor, S. C., August 15, 1862.

SIR: I have the honor to report that, from information received from various sources, I was led to believe that I might capture the steamer Nina, up the Black river, some fifty miles above Georgetown, and that most likely I should find her in good condition for service. Being anxious to accomplish so desirable an end as her capture, and learning, further, that the rebels had placed batteries along the banks of the Black river to oppose our progress, I determined to proceed up that river, and indulged the hope that, should I fail in getting the Nina, I might capture some pieces of "Ward's artillery," and, perhaps, some cotton, rice, or turpentine.

In accordance with these views, I had the tug Treaty prepared for active service, and sheathed with two-inch pine plank, inside of which were placed hammocks, for the purpose of protecting those aboard the Treaty from rifle shots; and I take this occasion to state that it worked most admirably, and though a novel mode of arming war vessels, still I can commend it to any one engaged on like service. Captain Baxter, with a volunteer crew from the Gem of the Sea, taking charge of the Treaty, I anchored this ship off Georgetown, on the forenoon of the 13th instant, to await the arrival of the Treaty after dark, where we remained till 3 a. m. of the 14th instant, when we got under way and proceeded up the Black river, the Treaty in tow of this vessel.

From information received from a number of negroes who came off, I learned that the rebels had several batteries on the river, intended to oppose our progress. We met with no opposition whatever in going up the river some twenty-two miles; and, when nearing the batteries to within six hundred yards or less, I anchored, making a stern hawser fast to a tree, but which, from the effects of the tide, was not sufficiently strong to hold the ship athwart-ships of the tide. We hove up our anchor and succeeded, after some difficulty, in making the ship secure, with her broadside on the batteries at five hundred yards distance. We then went to quarters, and, at 9.25 a. m., delivered a broadside of shell and then opened with grape, the Treaty firing her rifled howitzer with great spirit. No reply, however, was made to our fire, and I learned, by a contraband who has been working on the batteries, and who came on board shortly after we ceased firing, that at the first gun the batteries were deserted and "Ward's artillery" went of in full retreat. We piped down at 10.15 and allowed the men rest, the heat being extreme during the firing, with the awnings furled; these we spread, however.

Numerous contrabands were in attendance, some of whom wished to come to us, all of whom were taken aboard. They reported that the enemy were congregating in the woods to fire on us as we went down the river. Captain Baxter landed and made a reconnoissonce, which satisfied him that the report was true. Not deeming it prudent to land with the force I had, we remained quietly at anchor, and went to dinner at the usual hour; but, at 1.5 p. m., we were suddenly attacked by the enemy, concealed in the woods, not more than eighty yards from us; no one was injured, however. We replied immediately with great guns and small arms.

The river at this place being only eighty yards wide, and the ship having dragged her anchor and swung head up stream, her stern being hard and fast aground, I called the men forward on the forecastle, when the enemy opened on us again, but, strange to say, hit no one of the crowd collected there. I received great assistance from Captain Baxter, in the Treaty; and, finally, this ship floated, and we proceeded slowly past the batteries, which we found deserted. We proceeded up the river some three miles further, being, by water, twenty-five miles above Georgetown, and then turned about, followed by the Treaty. As we passed the earth works we were fired upon by the enemy in

ambush, distant only fifty yards, and sometimes less, to which we replied with canister and grape from the great guns and howitzer, and our riflemen, with great effect, taking care to expose the men and officers as little as possible. The bluffs were lined with troops, and, for a distance of twenty miles, we had to run the gauntlet, followed by the Treaty, which kept up a spirited fire from her howitzer and small arms. The river being very narrow, though the ship steers beautifully, we had the misfortune to run aground twice, and both times under fire of the enemy's riflemen; but soon succeeded, by the assistance of Captain Baxter, in the Treaty, in getting off; and then we proceeded down the river, having to stand the fire of the enemy from each side, as the bluffs afforded a chance for them to fire down upon us—a good share of which the gallant little Treaty had to stand, as she followed the Pocahontas.

At 3.40 p. m., whilst under a very sharp fire of the enemy, Acting Third Assistant Engineer John A. Hill was wounded by a Minie ball, and I regret to report that his wound is very dangerous; as yet, however, I am rejoiced to state that his symptoms are all favorable; it is a penetrating wound of the abdomen, the ball having passed entirely through his body. I need not say that he is receiving the most assiduous care of Dr. Rhoades, and he has been removed to the open deck under the poop, that he may have the benefit of a cooler atmosphere; and I am satisfied that if skill and attention can avail his life will be saved.

At sunset we passed Georgetown, and anchored some few miles below, not being able to cross the flats at night; and next morning we got under way, and stood down to the light-house, off which we anchored. * * *

I cannot close this report without calling your attention to the admirable behavior of the officers and crew of this ship on the 14th instant. The coolness and bravery of my gallant officers and crew have elicited my warmest encomiums, and, as an evidence of their efficiency, I beg leave to state that I received aboard a contraband from Georgetown, who saw Ward come in, and who reports that it was known that this ship was *filled with troops*. The rapidity of our fire from the great guns with canister and grape, and then instantly from the rifles, reflects great credit upon the officers and crew of this ship.

Nor can I say less of the Treaty, under her gallant commander, who seemed to court the enemy's shot, and his gallant volunteer crew from the Gem of the Sea; and I desire to bring to your notice the most efficient services rendered by Captain Baxter and the crew of the Treaty; they were all indefatigable in their exertions, and stood the fire of the enemy in the coolest manner. * *

Very respectfully, your obedient servant,

GEO. B. BALCH,
Lieutenant Commanding.

Admiral S. F. DUPONT,
Comd'g South Atlantic Blockading Squadron, Port Royal, S. C.

Behavior of officers and men of the Augusta in the action at Port Royal, South Carolina.

UNITED STATES STEAMER AUGUSTA,
Port Royal Harbor, South Carolina, August 27, 1862.

SIR: Immediately after the battle of Port Royal we were despatched on blockading duty, and, consequently, were not present when the reports of the commanding officers of the other vessels were sent in.

Before leaving this station, I think it my duty to testify to the gallantry and

good conduct displayed on that occasion by all the officers and men of the Augusta. They were as cool as they are any other day, and I was very well satisfied with the precision of their fire.

The shot were pretty thick over and around us, but we were struck but once in the hull. This immunity I attribute to the flag-ship and other leading ships receiving the weight of the enemy's fire and being the chief objects of their aim.

Early in the action we saw the Penguin near us, disabled by a shot, enveloped in steam, but still keeping up her fire with spirit. We took her in tow, and, during the remainder of the fight, passed the batteries with her, in line with the other ships.

I am, very respectfully, your obedient servant,

E. G. PARROTT,
Commander.

Rear Admiral S. F. DUPONT,
Commanding South Atlantic Blockading Squadron.

Attack on fort on St. John's bluff and possession of St. John's river to Jacksonville.

UNITED STATES SHIP VERMONT,
Port Royal Harbor, South Carolina, October 5, 1862.

SIR: The department is doubtless aware that an attack by the rebels had been made some time since on the gunboats employed on the inside blockade of St. John's river.

A battery had been erected on St. John's bluff and heavy guns planted, which kept those small vessels in the immediate vicinity of Mayport mills. Commander Steedman, with a larger force, had been ordered by Admiral DuPont to look to this. Having approached the fort and felt its force, he urged that troops might be sent to aid in securing the garrison when the battery should be silenced by the gunboats, and to alter the insolent tone of the rebel military authority in that quarter. General Mitchell, with his characteristic promptness, detailed a suitable force for the purpose, under General Brannan, which sailed hence on the 30th ultimo.

I have now the honor to inform the department that I have just received the report of Commander Steedman, in which he informs me that the co-operating force under General Brannon having arrived and landed with great promptness, the gunboats advanced, and, after a spirited and, as it seems, well-directed fire, silenced the battery which was then occupied by our force. The rebels seem to have retired in much haste, leaving guns, (nine in number, seven of which were 8-inch and two 4½-inch rifles,) munitions, provisions, and camp equipage. This success has been without loss on our side. The vessels then ascended the St. John's to Jacksonville, and there learned that the rebel forces had retreated beyond that point. We retain possession of St. John's river as far as Jacksonville.

I have the honor to be, sir, very respectfully, your obedient servant,

S. W. GODON,
Captain, Comd'g South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Further report of the capture of the rebel fort at St. John's bluff.

UNITED STATES SHIP VERMONT,
Port Royal Harbor, South Carolina, October 13, 1862.

SIR: I had the honor to inform the department on the 5th instant, of the capture of the rebel fort at St. John's bluff, with its guns and munitions of war.

Despatches from Commander Steedman, of the 10th, give me further information from the co-operating forces there.

A joint expedition was sent up the St. John's as far as Lake Beresford, (a distance of 230 miles) consisting of the United States steamer E. B. Hale, Lieutenant Commanding Snell, and the armed steamer Darlington, having on board company E, 47th Pennsylvania regiment, all under command of Lieutenant Commander Williams, of the Paul Jones. This force succeeded in capturing the rebel steamer Governor Morton, one of the best boats on the river, and which has been engaged in transporting guns to the battery.

Commander Steedman compliments Lieutenant Commander Williams for energy and intelligence in the performance of this duty, and commends the officers and men under his command for zeal and energy.

I enclose a copy of a letter from General Brannon, acknowledging the hearty and energetic co-operation of Commander Steedman, and commending the zeal and perseverance of his entire command in all their joint operations. Such acknowledgments speak well for the tone and spirit of both services, and I beg to commend General Brannon's letter to your notice.

I am, sir, very respectfully, your obedient servant,

S. W. GODON,
Captain, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

HEADQUARTERS ST. JOHN'S RIVER EXPEDITION,
Steamship Ben Deford, October 12, 1862.

COMMODORE: I have the honor, through you, as commanding officer of the United States naval forces on this station, to acknowledge, on the part of Captain Charles Steedman, United States navy, commanding the fleet of gunboats in the St. John's river and on the recent expedition for the capture and destruction of the batteries on St. John's bluff, the most hearty and energetic action on his part.

The entire naval force under his command exhibited a zeal and perseverance in every instance, whether in aiding my forces to effect a landing, the ascent of St John's river (230 miles,) or the assistance to one of my transports unfortunately injured in crossing the bar, that is deserving of all praise.

I would respectfully request that Captain Steedman's conduct in this expedition may be brought to the notice of the Navy Department at Washington.

I have the honor to be, commodore, most respectfully, your obedient servant,

JOHN BRANNON,
Brigadier General Commanding.

Commodore S. W. GODON,
Commanding South Atlantic Blockading Squadron, Port Royal, S. C.

Commander C. Steedman's report of an expedition to destroy the railroad bridges near Pocotaligo, S. C.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., November 1, 1862.

SIR: I have the honor to enclose the report of Commander C. Steedman, of the Paul Jones, detailing the movements of the gunboats placed under his charge in an expedition undertaken to destroy the railroad bridges near Pocotoligo.

This expedition was organized and partially carried out during my absence, though I was at Port Royal when the gunboats and troops returned.

As the department will perceive, by the report of Commander Steedman as well as that of Lieutenant Lloyd Phœnix, of the Wabash, our men behaved with their usual gallantry.

The only casualties were to the men of this ship, three of whom were wounded, one, Oscar Farenholtz, seriously, and two, David Morrow and John Barnard, slightly.

Enclosed is the report of Fleet Surgeon Clymer.

Very respectfully, your obedient servant,

S. F. DUPONT,
Rear Admiral, Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

UNITED STATES GUNBOAT PAUL JONES,
Port Royal, S. C., October 27, 1862.

SIR: I have the honor to submit the following report:

On Tuesday, October 21, Captain Godon, the senior officer commanding in your absence, placed me in command of the gunboats which were to accompany and co-operate with General Brannon's forces. The accompanying paper, a copy of which was furnished each commander of gunboats and transports, gives the names of the vessels, the number of troops each was to carry, the order in which to move, and the directions to prevent any accidents, if possible. The commanders of the gunboats were also assembled on board of the Vermont by Captain Godon, and the proposed movement fully explained.

At sunset, by signal from the Vermont, I got under way and proceeded up to the mouth of Broad river, where I came to anchor, the other vessels following and taking their stations in line. After anchoring, General Brannon called on board for the purpose of consultation, and at his request the three launches of the Wabash and one from this vessel were despatched up the river in tow of a small tug, carrying one hundred men of General Terry's command, for the purpose of surprising the picket guards of the enemy at Mackey's Point and Cuthbert's Landing. The orders were, that the tug should proceed up within two miles of these points, when the troops were to be taken on board of the launches, and continue up cautiously, to effect the object in view. I will here inform you that owing to the ignorance of the contraband guide who accompanied the Wabash's launches, the party failed in their object of capturing the picket guard at Mackey's Point. The party in the Paul Jones's launch, in charge of Acting Master Ormond, being more fortunate in having a good guide, was successful in every respect.

At 12½ a. m. of the 22d the signal for getting under way was made, and, allowing thirty minutes for the rest of the vessels to get ready, this vessel weighed and stood up the river, following a tug in charge of Lieutenant Preston, who was kind to show the way above the flats. To this officer I am much in-

debted for the valuable assistance he afforded me in starting the expedition. The Ben Deford, with General Brannon on board, followed close by. Proceeding slowly up the river (making but six revolutions,) I arrived and anchored just above Mackey's Point at 4½ a. m., accompanied only by the Ben Deford.

I regret to say that at daylight not a vessel of the expedition was in sight, nor did they make their appearance until sometime after sunrise—the cause of this can be explained by their respective commanders.

I have since learned from Commander Worden, of the Conemaugh, that the signal for getting under way was not seen by him, and when he did move, owing to his having no copy of the order of sailing and directions for passing the lights, his vessel grounded by passing on the wrong side of one of them. The Conemaugh, the third vessel in line, in not getting under way and then grounding, I am satisfied was the principal cause of the disarrangement and delay of the other vessels, with the exception of the Marblehead and Water Witch, which ran afoul of each other, got out of line, and did not leave the anchorage until daylight.

Upon anchoring, the disembarcation of troops was at once commenced from the Ben Deford, and continued from the other vessels as they came up. I must here say that the commanders of the gunboats deserve praise for their activity and energy in assisting the disembarcation. By 10 o'clock a. m. the whole force was landed and moved on to meet the enemy.

At the request of General Brannon the Uncas was ordered to proceed up the Pocotaligo and the Patroon and Vixen up the Coosawhatchie rivers, the latter vessels to cover the landing of Colonel Barton's command on board the Planter. These vessels rendered efficient service, and I take much pleasure in commending the conduct of their officers and crews. The three howitzers of the Wabash, in charge of Lieutenant Phœnix and Ensigns Wallace, Pearsons, and Adams, by request of General Brannon, were landed and placed under his orders. The good services rendered by these guns, and the gallantry and skill of the officers and men in handling them, are, as I am informed by the general, beyond praise.

From this time until sunset nothing occurred worthy of note within my observation. At about 5 o'clock p. m. I received a message from the general announcing his intention of falling back, and requesting me to keep a good lookout in case the enemy should attempt to harass his rear. I made arrangements accordingly.

Having received a message from Captain Coriell, of the quartermaster's department, requesting the services of our surgeons, I directed all of them to proceed on shore at once and report to the medical director, which was promptly done, and I am happy to say they rendered very valuable aid in attending to the wounded.

The next day (23d instant) the troops were embarked, and as each vessel received its quota on board it proceeded down the river to Hilton Head, this vessel, the Marblehead, and the Vixen, remaining to cover and bring up the rear. By sunset the whole force was re-embarked, and by 10 o'clock p. m. the last of them arrived off Hilton Head.

To Ensign Johnson, who accompanied me as aid and signal officer, I am much indebted.

It is not for me to say anything in praise of the general in command of the expedition, except that I shall always esteem myself fortunate in having served on two separate occasions with that gallant, able, and courteous gentleman.

It will afford you gratification to learn that the utmost cordiality existed between the two branches of the service.

In conclusion, I must express my high appreciation of the good conduct of the officers and men on board this vessel.

Enclosed you will find Lieutenant Phœnix's report.

I have the honor to be, very respectfully, your obedient servant,

CHARLES STEEDMAN,
Commander, United States Navy.

Rear Admiral SAMUEL F. DUPONT,
Commanding South Atlantic Blockading Squadron.

UNITED STATES STEAMER WABASH,
Port Royal, S. C., October 24, 1862.

SIR: I have the honor to report that three 12-pounder boat howitzers from the Wabash, under my charge, were landed on the morning of the 22d at Mackey's Point. The howitzers, Nos. 1, 2, 3, were, respectively, under the immediate command of Ensigns Wallace, Adams, and Piersons. Assistant Surgeon McSherry accompanied the expedition.

The men had been pulling in the boats since 1 o'clock the previous night, and were by no means fresh on the morning of the landing; nevertheless they cheerfully took their places at the drag-ropes, and kept up their zeal and spirit throughout the expedition. After a march of about five miles, over part of which we were ably assisted at the drag-ropes by a detachment from the third Rhode Island artillery, the infantry met the enemy in the woods, while their artillery opened on us over the trees.

The howitzers were immediately thrown into battery, and commenced a rapid discharge of shrapnell and shells. The enemy having fallen back, we advanced with the troops, although a few rounds of cannister were all the ammunition left to us. On arriving at the position from which the enemy's batteries opened fire, we found part of a rebel caisson filled with 12-pounder shells. After filling our ammunition boxes with these, we proceeded on, as fast possible, to the front, where our forces were already engaged.

On the road one piece was detached and ordered to the left, which was then seriously threatened. The other two came into action with the centre, and commenced firing with shells. This was continued until our shells were all expended, except two for each gun, when the order came to cease firing, and reserve our remaining ammunition in case the enemy advanced. The guns were accordingly loaded with cannister and planted in the road. Our position was shifted to the rear from time to time. As our forces were ordered to fall to the rear, a shell was occasionally thrown into the enemy's position as we moved to the rear; but, as they did not pursue, this was soon rendered unnecessary. When the order to retreat came, the howitzers were secured and moved with the rear of the army. The retreat was commenced a little after sunset, and, after a long, weary march of over four hours, we arrived at the landing, from which the boats took us to the Paul Jones. The morning of the 23d was occupied in transporting troops in our boats from the landing to the transports. In the afternoon the launch and first cutter were ordered up the Pocotaligo river to shell any of the enemy's pickets that might show themselves. A party of these were seen slowly advancing towards the ferry, but were soon dispersed with a few shells. After remaining here until all the troops were on board the transports, we returned to the Paul Jones, and from thence to the Wabash. I regret to say that David Morrow (seaman) was wounded in the breast, Oscar Fahrenholtz (ordinary seaman) seriously in the arm, and John Bernard (landsman) slightly injured by the recoil of a gun.

The officers and men behaved with the greatest gallantry, performing every

service with the alacrity of sailors, and bearing all the hardships of the march with the utmost perseverance and fortitude. I am much indebted to Captain Comstock's company, of the third Rhode Island artillery, for the assistance rendered in dragging the pieces.

Very respectfully,

LLOYD PHŒNIX, *Lieutenant.*

Commander CHAS. STEEDMAN,
Com'g United States Steamer Paul Jones.

FLAG-SHIP WABASH,
Port Royal, S. C., October 24, 1862.

SIR: I respectfully report the following as the extent of the casualties to the detachments sent from this ship to co-operate with the army in the engagement with the enemy on the 22d instant, viz: two gunshot wounds, of which one is serious, and one contusion, (?) as follows: Oscar Farenholtz, ordinary seaman, badly wounded in the left fore arm, the ball being deeply lodged; David Morrow, seaman, wounded on the front of the chest. The ball traversed five inches beneath the skin, and passed out without penetrating the chest; injury not serious. John Barnard, ordinary seaman, knocked down and run over by a gun-carriage, bruised on the chest and right leg, apparently not seriously.

I am, respectfully, &c.,

GEO. CLYMER, *Fleet Surgeon.*

Rear Admiral S. F. DUPONT,
Com'g South Atlantic Block'g Squadron.

No. in line.	Name of vessel.	No. of men.	Regiment.	Name of pilot.	Name of signal officer.
1	Paul Jones	------	Wabash's launches.	Wm. Jenkins	Lt. Town
2	Ben Deford	900	----------	----------	Lt. Hill
3	Conemaugh	350	----------	Samuel Huguenin	Lt. Vidall
4	Wissahickon	250	----------	----------	----------
5	Boston	880	----------	Captain Crowell	Lt. Cross
6	Patroon	50	----------	Evan Brown, (Coosawhatchie)	----------
7	Uncas	50	----------	----------	----------
8	Darlington	300	----------	----------	----------
9	Relief and sch'r	200	----------	Neptune Huguenin	----------
10	Marblehead	230	R. I. 1st artillery.	Isaac	Lt Hatfield
11	Vixen	70	R. I. 1st artillery.	George Mackie, (Pocotaligo)	----------
12	Flora	300	76th Pa.	----------	----------
13	Water Witch	130	76th Pa.	Maurice Scott	Lt. Finley
14	Geo. Washington.	250	----------	----------	----------
15	Planter	300	----------	Sam. Pope	Lt Hamnes

Memoranda.

1. Three red lights displayed at the masthead of the Paul Jones will be the signal to get under way.

2. Entering Broad river vessels will pass on ——— hand of the 1st red

light, (on Karnak,) on the *port* hand of 2d red light, (in small boat,) and on the starboard hand of 3d red light, (on schooner America.)

3. No masthead lights will be carried. All other lights must be carefully concealed.

4. Each vessel will follow carefully in the wake of its immediate leader, and keep as close to him as practicable.

5. Ben Deford tows flat No. 1, with horses and artillery.

6. Boston tows flat No. 2, with horses and artillery.

GULF BLOCKADING SQUADRON.

Captain Eagle to the Secretary of the Navy relative to the capture of the privateer Royal Yacht.

UNITED STATES FRIGATE SANTEE,
Off Galveston Bar, Texas, November 15, 1861.

SIR: I have the honor to inform you that I have forwarded to Flag-Officer Wm. W. McKean a report of the capture of the privateer Royal Yacht, in the harbor of Galveston, Texas, at about 2 o'clock of the morning of the 8th instant, by the 1st and 2d launches of this ship. Among the brave officers and men Lieutenant James E. Jouett and Mr. William Carter, gunner, were conspicuous for their coolness and courage. They were the first to board the vessel.

It is with pleasure that I would call the attention of the department to the gallantry of Lieutenant Jouett; he was seriously wounded in the arm and side at the commencement of the contest. Although suffering from wounds and loss of blood he showed great firmness throughout; and, after setting fire to the vessel, he was three hours in the launch, pulling for the ship, and had the care of twelve prisoners and six of his wounded men. I can, with confidence, recommend him for a command of any vessel in the service suitable to his rank, although I should much regret his detachment from this ship, as he is a very efficient officer. I am pleased to state that the wounded are doing well.

I have the honor to be, your obedient servant,

HENRY EAGLE, *Captain.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Capt. Henry Eagle reports the death of Henry Garcia and John L. Emerson.

UNITED STATES FRIGATE SANTEE,
Off Galveston Bar, Texas, November 11, 1861.

SIR: I regret to inform you that during the attack upon the privateer schooner Royal Yacht, in Galveston harbor, by our boats, (1st and 2d launches,) at 3 a. m. of the 8th instant, Henry Garcia, seaman, was killed, and that John L. Emerson, coxswain, died on the 10th instant from the effects of wounds received during the contest.

I have the honor to be, respectfully, your obedient servant,

HENRY EAGLE, *Captain.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Capture of the privateer Royal Yacht, at Galveston, Texas, on the 8th of November, 1861.

UNITED STATES FLAG-SHIP NIAGARA,
Off Fort Pickens, December 3, 1861.

SIR: * * * * * * *

I am happy to inform you that I have just received intelligence of a most gallant exploit, at Galveston, highly creditable to both officers and men who were engaged in it. I herewith transmit Captain Eagle's report in regard to it; also a copyof his report to me, and a copy of Lieutenant Jouett's report to him, to which I refer you for the particulars of the affair.

I am, respectfully, your obedient servant,

WM. W. McKEAN,
Flag-Officer, Com'g Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES FRIGATE SANTEE,
Off Galveston Bar, Texas, November 12, 1861.

SIR: I respectfully inform you that on the night of the 7th instant an expedition left this ship, composed of the first and second launches, armed with howitzers, under command of Lieutenant James E. Jouett and John J. Mitchell, with Mr. William Carter, gunner, and Acting Master's Mate Charles W. Adams, which I am happy to inform you resulted in the total destruction, by fire, of the schooner Royal Yacht, captured after a desperate encounter. She was a large schooner, with accommodations for about twenty-five persons. She carried a 32-pound gun on a circle, and was handsomely fitted up. She appeared nightly off the entrance of the harbor, and I was apprehensive that she was fitted out as a privateer, and was awaiting a favorable opportunity to escape.

Thirteen prisoners were taken, three of whom are wounded. Several of the rebels were killed. It is with deep regret that I have to add that Henry Garcia, seaman, was killed during the action, and John L. Emerson, coxswain, has since died of his wounds. Lieutenant James E. Jouett and Mr. William Carter, gunner, are wounded, but are doing well; their services we shall not have for some time. The following men are wounded: Edward Conway, gunner's mate; Geo. Bell, coxswain; Francis Brown, seaman; Hugh McGregor, ordinary seaman; and Charles Hawkins, seaman. The surgeon reports that they are all doing well. A copy of my orders and Lieutenant Jouett's official report, with my remarks upon the gallant conduct of the officers and men engaged in the expedition, I will forward by the next steamer. Lieutenant Jouett is not yet well enough to make out his report. The prisoners will be sent to New York by the next steamer. One of them is the notorious villain Thomas Chubb; and it is my opinion that they are a desperate set of fellows. I take this opportunity to mention that we are very short of officers, on account of so many having been transferred, two being away in the prize, two being in the schooners, and the illness of Lieutenant Jouett and Mr. Carter. I respectfully request that Acting Master Freeman, or some watch officer, may be ordered to this ship.

I am, very respectfully, your obedient servant,

HENRY EAGLE, *Captain.*

Flag-Officer WM. W. McKEAN,
Commanding Gulf Blockading Squadron.

UNITED STATES FRIGATE SANTEE,
Off Galveston Bar, Texas, November 14, 1861.

SIR: In obedience to your orders of the 7th instant, I took the first and second launches, and, at 11.40 p. m. that day, proceeded into the harbor, intending, if we could pass the armed schooner guarding the channel, and the Bolivar and Point forts, to try to surprise and burn the man-of-war steamer General Rusk, lying under Pelican island fort.

We succeeded in passing the schooner and two forts; but in attempting to avoid the sentinels on Pelican fort, we grounded on the Bolivar spit. At this juncture we were discovered. Deeming it imprudent, after this discovery, to encounter so large a vessel, and so heavily armed and manned, I determined to abandon that portion of the expedition.

As had been my intention, in returning we boarded, and after a sharp conflict, captured the armed schooner Royal Yacht. We took a few stands of arms, thirteen prisoners, and her colors. As our pilot had been shot down, and the schooner had received a shell between wind and water, I did not deem it advisable to attempt to bring her out; we therefore burned her, after spiking her gun, a light 32-pounder. After this we returned to the ship.

I regret to state that one man was killed, two officers and six men wounded, one mortally, who has since died.

Respectfully your obedient servant,

JAMES E. JOUETT,
Lieutenant United States Navy.

Captain HENRY EAGLE,
Commanding United States Frigate Santee.

Approved.

HENRY EAGLE, *Captain.*

GENERAL ORDER

To be read on the quarter-deck of every ship attached to the Gulf squadron.

UNITED STATES FLAG-SHIP NIAGARA,
December 7, 1862.

The commander-in-chief of the United States naval forces in the Gulf of Mexico is anxious to express, in the most public manner, his entire appreciation of the gallantry and coolness displayed by the officers and men of the United States frigate Santee, engaged in the expedition, for the seizure and destruction of the privateer schooner Royal Yacht in the harbor of Galveston on the night of the 7th ultimo.

He desires to assure them that he fully shares the satisfaction they must feel at the *brilliant success* which *crowned* their efforts; offers his sincere sympathy to the wounded, and to the friends of those whose lives were given to the service of their country; and, while expressing his conviction that their names will be enrolled by a grateful country among those who in former years have shed so bright a lustre upon the American navy, feels confident that the survivors will unite with him in thanksgivings to the protecting providence manifested *to them* while engaged in so hazardous an enterprise.

W. W. McKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Combined attack of the Niagara and Richmond on the rebels off Fort Pickens, November 22, 1861.

UNITED STATES FLAG SHIP NIAGARA,
Off Fort Pickens, November 25, 1861.

SIR: I have the honor to inform you that, on the 22d instant, a combined attack was made upon the rebels at this place, by Colonel Brown, of Fort Pickens, and the United States ships Niagara and Richmond, under my command.

By previous arrangement the ships were to attack Fort McRea and the adjoining water batteries; I had, therefore, lightened this ship as much as possible, by sending down and landing the top-gallant masts, together with all the spare spars, hoisting out all the boats, and placing the howitzers in them in readiness for service, and, as she had but little coal or provision on board, succeeded in reducing her draught to twenty-one feet ten inches.

During the night of the 21st instant a position had been selected, and a buoy placed in four fathoms water, and on the following morning at 10 o'clock, at the firing of the first gun from the fort (the signal agreed upon) the Niagara stood in, followed by the Richmond, and both ships came to anchor with springs on their cables, the Niagara in four fathoms and the Richmond in twenty feet water, Fort McRea bearing from the Niagara about north, distance two miles.

We immediately opened fire, but finding the shells from the Niagara fell sohrt, boats were sent out to sound, and a buoy placed in twenty-three feet water, near to the edge of the shoal, distant from Fort McRea about one mile and three-quarters.

At ten minutes after 12 o'clock we weighed, stood in to the buoy, anchored, and sprung the starboard broadside to bear. Our fire was then resumed with marked effect; many of our shells falling directly into the sand battery and fort, and several apparently passing *through* the wall. At 3.15 p. m. the sand battery was silenced for the day by the *cross-fire* from the ships and fort. The barbette guns of McRea were silenced almost immediately after opening fire, and the fire from the casemate guns was gradually slackened, till at 5 p. m. it was silenced *entirely*. That the injury to McRea must be very considerable is proved by the fact that not a gun was fired from that fort during the second day's bombardment.

The Richmond, owing to her light draught of water, was able to take a position closer to the northern shore than the Niagara, and so far in the rear of both fort and battery that their guns could not be brought to bear upon her. For several hours she escaped without a shot, but in the afternoon a *masked battery* among the sand-hills, on the *main land* back of the lagoon, opened upon her. Finding that the rebels were getting her range she changed her position, and shortly after, fearing that she had been struck, and perceiving that *her shells* fell considerably short of the enemy, I signalled her to drop out of the line of fire. The guns in this masked battery were, I think, rifled, and of very heavy calibre, throwing shells over and considerably beyond her.

About 6 p. m. a sudden squall came up from the northward and westward, the wind blowing very fresh, with heavy rain. This caused a fall in the tide, and the ship touching the bottom we were obliged to weigh as quickly as possible, and stand out into deeper water for the night. The enemy availed themselves of this opportunity to repair the sand battery, and mount in it several guns of heavy calibre.

At 9 a. m. on the following morning, the wind still fresh from the northward and westward, we again got under way, stood in, anchored in four fathoms water, (there being some swell,) and opened fire. This was returned briskly from the sand battery. Finding that our shells fell short, ceased firing, and (as

the buoy which we had placed on the previous evening to mark our position had been blown adrift during the night,) sent boats to sound; weighed and stood closer in, anchoring in twenty-three feet water, again opening our fire. Our shells, however, still fell short. As it was impossible to get any closer, (the ship touching the bottom occasionally,) I careened her as much as possible to obtain more elevation, increased the charges, and spent more than an hour in trying every *possible expedient* to make our shot reach, but without success.

During this time the shells of the enemy were falling thick about and passing over us, some going far beyond. I therefore deemed it my duty to withdraw the ship, and to have retained our position would have been to expose both her and the crew to serious injury with no possible advantage. Our not being able to get within range was owing to the fact that the northerly wind had lowered the water, and was directly *in face* of our fire.

The Richmond having expended her 20 fuzes on the previous day, and being satisfied that her guns were outranged by those of the enemy, I deemed it best that she should not join in the attack. Two shots struck this ship, one abaft the fore chains, lodging between the outer and inner planking; the other a little forward of the mizzen chains, passing through the planking, and lodging in one of the knees, starting both the knee and the inner planking; the injury, however, is trifling.

The Richmond also received two shots—one struck forward, shattering the rail and hammock nettings, the other was a shell, which glanced under her counter and exploded in the water, some four feet below the surface, breaking and pressing inboard several of her planks, and causing a serious leak.

The loss in the engagement was one man killed on board the Richmond by a shot, and seven slightly wounded by the splinters. The Niagara, though so much exposed, especially on the second day, escaped entirely.

I would here remark that the experience gained in this affair has convinced me that ships cannot *operate effectively* against forts and earthworks unless they can approach within a few hundred yards. Had the ships been able to run *close in* to McRea our batteries, in my opinion, could have demolished both it and the sand battery in a very short time.

The principal object of the bombardment, the destruction of the navy yard, I am sorry to say, was not accomplished, but the shells from Fort Pickens set fire to the town of Warrington, which is completely destroyed, also the marine barracks, thereby depriving the enemy of comfortable quarters.

I desire to bring to your notice the fact that neither this ship nor the Richmond were furnished by the ordnance department with any fuzes longer than 15″, nor am I aware of there being any in the squadron. Had it not been for a supply of 20″ fuzes, furnished by Colonel Brown, the ships could not have aided in the bombardment. It is useless to furnish shell-guns of long range, unless fuzes to correspond are provided.

I am greatly disappointed in the range of the 11-inch guns, for with an elevation of 16° (the most we could get after careening the ship) we could not obtain a range of two miles.

I ordered a survey upon the Richmond, (a copy of which I herewith transmit,) and shall send her to Key West to repair the injury from the shot, and also that received while in the Mississippi, as the anchorage here is too much exposed, and it may be necessary to land her guns.

I herewith transmit a copy of notes furnished by Captain Ellison. He reports to me favorably of the conduct of all on board his ship. On board this ship all did their duty; both officers and crew were in high spirits.

I am, respectfully, your obedient servant,

WM. W. McKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES FLAG-SHIP NIAGARA,
Off Fort Pickens, November 25, 1861.

GENTLEMEN: You will be pleased to hold a careful survey upon the United States steamer Richmond, and report to me the extent of the injury received by her during the attack on Fort McRea and the adjoining water battery on the 22d instant.

Also whether, in your opinion, it will be necessary to take out the guns and lighten the ship in order to effect the needed repairs.

I am, very respectfully, your obedient servant,

WM. W. McKEAN,
Flag-Officer, Commanding Gulf Blockading Squadron.

Lieutenant J. C. P. DEKRAFFT.
Lieutenant R. L. MAY.
Carpenter JOHN RAINBOW.

UNITED STATES FLAG-SHIP NIAGARA,
Off Fort Pickens, November 25, 1861.

SIR: In obedience to the within order, we have held a careful survey on the steamer Richmond, and find the injuries sustained by her in the attack on Fort McRea and the neighboring sand batteries consist of two shot holes, one over number three starboard gun, cutting entirely through the swinging booms and the main rail in the centre of the port, and passing through the opposite port. Also a shot hole under the starbord quarter, about four feet under water, causing a bad leak by crushing in the outer planking between two of the timbers on a line with the after orlop deck beams.

In our opinion, it is not absolutely necessary to take out the guns, but we are of the opinion that by selecting a smooth-water harbor the ship can be tipped by the bow and heeled to port, so as to make the necessary repairs by using a coffer-dam.

We are, respectfully, your obedient servants,

J. C. P. DEKRAFFT.
ROB'T L. MAY, *Lieutenant.*
JOHN RAINBOW, *Carpenter.*

Flag-Officer WM. W. McKEAN,
Commanding Gulf Blockading Squadron.

UNITED STATES STEAMER RICHMOND,
Off Pensacola Bar, November 22, 1861.

SIR: I have the honor to present to you the following rough notes on the action of to-day. At 9.55 a. m. Fort Pickens and batteries opened fire upon the navy yard, &c.; at 10 we got under way; at 10.10 beat to quarters; at 10.20 Fort McRea opened fire on the fleet, shot falling short; at 10.35 spoke the flag-officer; at 10.45 let go the stream anchor with a spring, and brought the starboard broadside to bear upon the enemy; at 11 a. m. fired forecastle gun and the starboard battery, our shot falling short; at 10.30 our shot began to take effect on the fort, the enemy's shell falling short; at 12.05 firing forecastle gunonly, with 20″ shell and hollow shot; at 12.25 p. m. a masked battery opened fire on us from the woods to the westward of Fort McRea; at 12.50 eased our spring cable; at 12.55 piped one watch to dinner; at 2.40 still firing deliberately at both the battery and the fort, shot doing some execution; at

2.45 the buildings outside of the fort discovered to be on fire; at 3 p. m. a shot from the masked battery struck this ship between wind and water, between the main and mizzen chains, the leak discovered in the starboard spirit room; at 3.20 the fire from the masked battery quite rapid—Fort McRea silent; at 4.20 p. m. a shot from the battery struck this ship by number two gun, killing the captain of the gun and wounding seven men, breaking the swinging boom and shattering the rail and hammock nettings, &c.; at 4.30 the fire from the battery very accurate, the shells bursting near and around us; at 4.50 p. m. the flag-officer made signal 12,18; at 5 p. m. hove up anchor, gave the battery our full starboard battery, and stood for the flag-ship; at 5.05 the flag-officer made signal 222; at 5.10 beat retreat; at 5.15 spoke the flag-officer; at 6 p. m. anchored in six and a half ($6\frac{1}{2}$) fathoms water.

I am, sir, very respectfully, your obedient servant,

H. WALTON GRINNELL,
Acting Master's Mate and aid to Captain.

Captain F. B. ELLISON,
United States Steamer Richmond.

Approved.

F. B. ELLISON, *Captain.*

Engagement between the Huntsville and the rebel steamer Strike, December 24, 1861.

UNITED STATES FLAG-SHIP NIAGARA,
Ship Island, December 30, 1861.

SIR: * * * * * * *

On the 25th instant I received a communication from Captain Powell, reporting that the Huntsville had been attacked on the previous day by a rebel steamer of much superior force, supposed to be the Strike, but had beaten her off without loss. Commander Price could not follow up the advantage on account of the reef, the Strike being *inside* of the harbor. For the particulars of the engagement, I respectfully refer you to the communication of Captain Powell and the report of Commander Cicero Price, copies of which are herewith transmitted.

* * * * * * * *

I am, respectfully, your obedient servant,

WM. W. McKEAN,
Flag-Officer, Commanding Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES FRIGATE POTOMAC,
Off Mobile Bar, December 25, 1861.

COMMODORE: I herewith forward report of Commander Price, of the United States steamer Huntsville, of his encounter with the rebel steamer, supposed to be the Strike.

Commander Price promptly engaged this vessel for nearly an hour, and drove her off without injury to his vessel or people, and but for the reef between would have closed, although greatly inferior in force.

Unable to approach the scene, I had yet a good view, and consider that Commander Price conducted the affair with great gallantry and skill.

I am, sir, very respectfully, your obedient servant,

L. M. POWELL, *Captain.*

Flag-Officer WM. W. MCKEAN,
Commanding Gulf Squadron, Ship Island.

UNITED STATES STEAMER HUNTSVILLE,
Off Mobile Bay, December 24, 1861.

SIR: This morning the Potomac made signal No. 333, whereupon, recalling my boat from sounding the channel near Pelican island, in the direction of Fort Gaines, I got under way and stood for her.

On my way up a rebel steamer, which we call the Strike, painted black, with two masts, and very low in the water, opened fire at me from inside the reef, in the direction of Fort Morgan. I stood close into the reef and opened upon him in return from my pivot gun and a 32-pounder aft, but soon observed that the shot of the latter fell short, and so continued with my pivot only.

Firing was kept up for three-quarters of an hour between us, the rebel steamer firing rapidly from two rifled guns, and one or two of smooth bore. Several rifled projectiles passed immediately over this ship, and a dozen or more burst all around us, without, however, doing any damage to the hull or crew. I think I struck her several times, when she finally drew off and run under Fort Morgan. All the forces at the fort were apparently out to witness the affair, and the tops and yards of the Potomac were also filled for the same purpose. The Potomac prepared to get under way and come to my assistance with her rifled gun, but the wind was too light for her to do anything. Had I have had her rifled gun the result might have been different to the rebel steamer. The distance between us was perhaps from one and a half to two and a half miles. Her object was doubtless to try her new rifled guns as well as to draw my own fire, and ascertain what guns I carried. She fired fifty guns, I suppose, and I fired about half that number. It is unaccountable that I was not struck and very much cut up, for a dozen or twenty of her rifled projectiles struck within a cable length of me; some were fuzed and exploded; I judge the others were percussion.

You are aware that I am without a rifled gun; my pivot is so badly mounted and fitted that to run it in and out requires twice the time that it would if fitted properly, and that by a crew as well trained as any in the squadron. In fact, the battery of this ship is entirely too light and very defective, and ought to be remedied.

I have the honor to be, very respectfully, your obedient servant,

CICERO PRICE, *Commander.*

Flag-Officer W. W. MCKEAN,
Commanding Gulf Blockading Squadron.

Capture of the schooner J. W. Wilder and successful expedition of the Hatteras to Cedar Keys, January, 1862.

UNITED STATES FLAG-SHIP NIAGARA,
Ship Island, January 22, 1862.

SIR: * * * * * * * * *

The prize schooner J. W. Wilder has just arrived from off Mobile. She was captured by the steamer Cuyler, Lieutenant Commanding Winslow. When

discovered she was at anchor a short distance to the eastward of Mobile harbor; but, upon the approach of the steamer, she was run ashore and abandoned by her crew. Lieutenant Commanding Winslow succeeded in running a hawser to her and dragging her off, but the enemy having opened a fire of musketry upon the Cuyler and her boats from among the sand-hills near the beach, I am sorry to say that three of her crew were severely wounded before the rebels could be dispersed. I have not yet received Lieutenant Commanding Winslow's official report, but will forward it by the next mail.

As the Wilder is flat-bottomed, with a centre-board, and is not in a condition to make a passage to the north at this season, her cargo will be forwarded to Philadelphia by one of the chartered coal schooners now here. Being in want of ballast, her commander has volunteered to take it free of charge.

In my despatch (No. 13) of the 8th instant I reported that I had despatched the steamer Hatteras, Commander Emmons, to Cedar Keys for the purpose of operating against the rebels at that place. I am happy to inform you that she has this day arrived here, and that Commander Emmons was completely successful in the execution of his orders. I herewith transmit a copy of his report, together with a list of property captured or destroyed, a descriptive list of prisoners, and a copy of a letter addressed by Commander Emmons to the commanding officer of the rebel forces in Florida in reference to prisoners released on parole on account of sickness. * * * * * *

I am, most respectfully, your obedient servant,

WM. W. McKEAN,

Flag-Officer, Commanding Gulf Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER R. R. CUYLER,

Off Mobile Bar, January 23, 1862.

SIR: In accordance with the instructions of Captain Powell, of the Potomac, the following report of the circumstances attending the capture of the schooner J. W. Wilder, taken in the act of violating the blockade about fifteen miles east of Mobile bar, is most respectfully submitted:

On the morning of the 20th instant, while the Cuyler was employed watching the eastern passage over Mobile bar, a schooner was discovered at anchor some eight or ten miles to the eastward, near the shore, and no time was lost in proceeding to examine her. So soon as the Cuyler was observed to be approaching, the schooner "slipped," made sail, and steered for the beach, and on grounding, was immediately abandoned by the captain and crew, the steamer under my command being at that time some four or five miles distant. As we gradually drew nearer in, a considerable party of persons was observed on the beach, apparently engaged in effecting communications with the schooner, and apprehensive of an attempt to destroy her, I directed a shell or two to be thrown in that direction from our Parrott gun; one of which fell quite near, and the party rapidly disappeared behind the adjacent sand-hills. The executive officer (Lieutenant Phillip) was then despatched, with an armed boat, to take possession, who boarded the schooner and hauled down her sails, as well as an English ensign, which had been left flying at the mast-head. The Cuyler, meantime, steaming cautiously in by the lead, dropped an anchor in five fathoms water, at a convenient distance from the beach, and in position to cover and secure the prize, on which a sharp fire of musketry was now opened from a range of low sand-hills near the schooner, and was promptly returned by the boarding party and the marines drawn up on the Cuyler's quarter-deck, while a few shells from the two after guns on the main deck assisted in clearing the beach.

Our efforts were next directed to getting the schooner afloat, and to cover the working parties engaged in running out hawsers, &c., the light twelve-pounder howitzer was placed in our largest surf-boat. No annoyance from the enemy was experienced for several hours, but our hawsers were twice parted by the strain, the last time accidentally "fouling" the propeller.

About 2 o'clock p. m., having succeeded in making fast our largest hawser to the foremast of the schooner, orders were issued for all hands to return on board; but the boat sent to withdraw the working party from the prize unfortunately "bilged," and was swamped alongside, and while the other two boats were engaged in rescuing the men who were in the water and towing off the "dingy," a destructive fire was reopened by the "coast guard," (evidently reenforced,) from their sheltered position behind the sand-hills. Four of the eight persons in the howitzer boat (including the officer in charge) being disabled by the first fire, the gun could not be used, and the Cuyler's stern being secured to the schooner by a hawser, and her propeller still clogged and temporarily inoperative, the broadside battery was also unavailable, but a rapid and continuous fire of small arms was maintained from the quarter-deck. The opportune arrival of the steamer Huntsville at this time, with two of the Potomac's cutters in tow, afforded material and welcome aid. Commander Price immediately opened with his battery on the sand-hills, while Mr. Shley, the master of the Potomac, pulled gallantly in towards the beach with the cutters of that ship and rescued our crippled boat, which, with the wounded men, was fast drifting into the surf, our gig and second cutter at the same time picking up the men who were swimming towards them. The fire of the enemy was soon silenced and the wounded men removed from the surf-boat, which was promptly manned by a fresh crew and resumed its position near our stern, where our men were still at work clearing the propeller. The hawser fast to the prize had been previously taken to our forward capstan and a portion of our crew kept steadily at the bars; and about 4 o'clock p. m. the schooner floated and was safely hauled out under our stern.

At 5.30 p. m, having succeeded in clearing our propeller, the anchor was weighed, and, in company with the Huntsville, the Cuyler steered for the Potomac, with the prize in tow.

After careful search, neither register, manifest, nor clearance could be found; and those papers were probably removed or destroyed by the master on "beaching" the vessel; but the documentary evidence inadvertently left on board is believed to be sufficient to prove that the schooner eluded the blockade early in December last, proceeding from Mobile to Havana, which port she left early in January, bound to Mobile.

All the books and papers found on board have been duly enclosed under seal to the United States district judge at Philadelphia. The name on the stern of the schooner was partially blacked over, but the initials "J. W." were still perceptible; and among the papers a certificate of inspection dated at New Orleans in March, 1861, identified the vessel as the "J. W. Wilder," of Handsborough, Mississippi. The usual "quarter-boards," with that name in gilt letters, were found carefully concealed in her hold, and a white "bergee," with "J. W. Wilder" in red letters, was also found on board, with two American ensigns. As a large Confederate States flag (evidently not entirely new) was subsequently detected ingeniously secreted in a bag of coffee, an illegal and unauthorized use of the English ensign is presumed to have been made on this occasion.

I regret to be under the necessity of reporting four persons wounded (two of them seriously) by the enemy's fire—John Bloom and Daniel J. Evans, seamen, Ed. Dorsey and Thomas W. Johnson, landsmen; Mr. Morse, acting master's mate, while in charge of the howitzer boat, was also struck and partially stunned by a ball that grazed his head while in the act of discharging the gun. His promotion to the grade of acting master is respectfully suggested.

The Cuyler's stern being less than three hundred yards from the beach, and her quarter-deck awning and stanchions cut by rifle balls, it is somewhat remarkable there are not more casualties to report.

Acting Master Henry K. Lapham rendered efficient services in securing the prize, and also in clearing the Cuyler's propeller, and has subsequently been placed in charge of the prize. Midshipmen Adams and Alexander, with the boats under their charge, aided in rescuing our men from the water, regardless of the enemy's fire, and exhibited promise of much future usefulness to the naval service; and the officers not individually named aided me most zealously and effectively in their respective departments.

In view of the fact that the Cuyler's crew were under fire for the first time, a commendable degree of steadiness and spirit was evinced.

In conclusion, I am desirous of expressing my sense of indebtedness to the valuable assistance afforded me throughout the day by the executive officer of the Cuyler, Acting Lieutenant J. Van Ness Philip, whose permanent restoration to his original position on the Naval Register would be an appropriate and acceptable recognition of his present services, as well as an unquestionable advantage to the public interests.

With much respect, I have the honor to be your obedient servant,

FRANCIS WINSLOW,
Lieutenant Commanding.

Forwarded to Flag-Officer William W. McKean, commanding Gulf blockading squadron.

L. M. POWELL,
Captain and Senior Officer Present.

UNITED STATES STEAMER HATTERAS,
Cedar Keys, January 10, 1862.

SIR: I have the honor to report, that in carrying out your instructions in this locality I have been entirely successful, with the expenditure of very little powder, and no one killed that I am aware of.

We have captured or destroyed all the public property here, including a battery of two long eighteens in position on the east end of Sea-horse key, with their carriages, and some ammunition and barracks; a six-pounder field-piece in Depot key, with the railroad depot and wharf; several cars, the telegraph office, and a turpentine storehouse, besides four schooners and three sloops, one ferry-scow, sail-boat, and launch. Two of the schooners were laden with turpentine, rosin, and cotton, and nearly ready for sea; and the first, the schooner Stag, was run on shore and fired while our boats were approaching her, and after I had fired two shells to prevent her escape.

The only other vessel in port was the schooner Fanny, (100 tons,) partially loaded with turpentine. This is the same vessel that was captured with Lieutenant Selden on board several months since, and she succeeded in escaping over the reefs to the southward and eastward during the night. The ferry-boat was captured on its way from the railroad depot to Depot key, having on board, among others, a lieutenant and thirteen armed soldiers belonging to the 4th Florida regiment, all of whom were taken prisoners.

The boats that were sent on this duty were in charge of Acting Master Hoffman, aided by Master's Mates McGrath and Hazlett, and, with the crews, were employed nearly all of the first night. All were zealous, and performed their duty most faithfully, and deserve more than my humble thanks.

I enclose a list of the prisoners taken, and a more detailed statement of property captured and destroyed.

I am, very respectfully, your obedient servant,

GEORGE F. EMMONS, *Commander.*

Flag-Officer W. W. McKEAN,
Commanding Gulf Squadron.

UNITED STATES STEAMER HATTERAS,
Cedar Keys, January 16, 1862.

SIR: The fortune of war has placed in my hands some of your military force stationed here. Among them are four named Benjamin Gatlin, B. J. Simmons, J. S. Poer, and John Carleton, who have the measles, and are so much debilitated that they might never survive the severe change of climate they would be subjected to in going upon our coast. I have, therefore, released them upon their parole, and signing an oath not to serve against the government of the United States until officially notified of their exchange for other prisoners.

I am, respectfully, &c.,

GEORGE F. EMMONS,
Commander, United States Navy.

The COMMANDING OFFICER *of the military forces in Florida in rebellion against the Government of the United States of America.*

[Parole.]

CEDAR KEYS, *Florida, January* 16, 1862.

I, ——— ———, a private soldier in the service of the so-called Southern Confederacy, now in rebellion against the United States of America, do solemnly swear, in the presence of witnesses, that I will not again take up arms against the government of the United States until regularly exchanged according to the usual custom of war.

his
BENJAMIN + GATLIN,
mark.
B. J. SIMMONS,
J. S. POER,
JOHN CARLETON,
Late privates in Captain Hunt's Company, 4th Florida Regiment.

Witnesses: N. P. WILLARD.
FARWELL J. MCGRATH.

EASTERN GULF BLOCKADING SQUADRON.

Boat expedition at Cedar keys and death of a seaman, February 24, 1862.

UNITED STATES FLA-GSHIP NIAGARA,
Key West, March 11, 1862.

SIR: I regret to report the death of John B. Patterson, seaman, belonging to the United States gunboat Tahoma, who was killed by a musket-shot while en-

gaged in a boat expedition at Cedar keys. A copy of Lieutenant Commanding Howell's report to me, accompanied by a copy of the report of Lieutenant Crosman and the usual certificates of death from the surgeon of the Tahoma, is herewith transmitted.

I am, respectfully, your obedient servant,

WM. W. McKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES GUNBOAT TAHOMA,
Cedar Keys, February 27, 1862.

SIR: I have the honor to enclose the accompanying report of Lieutenant Crosman, relative to a boat expedition which left this vessel on the evening of the 24th instant. Although unsuccessful in its object, I would beg to mention (from the testimony of witnesses) Lieutenant Crosman's gallantry on the occasion. He it was who killed or wounded the man seen to fall, and when the prize capsized, he pulled back under fire, and scuttled her. Although I much regret the loss of a man, and shall not permit any more expeditions for the present, under similar circumstances, yet the expeditions have been of much service in developing the characters of men and officers, and have had a beneficial effect on the crew generally.

* * * * * * * *

Everything is quiet about Cedar keys. I have the honor, also, to enclose herewith, the copy of the letter sent to Cedar keys under the flag of truce with the prisoners. It was omitted, by some accident, in my communication by the Rhode Island. Paymaster Hennessey reports that we have now two months' provision on board. I have been obliged to write hastily.

I am, sir, with much respect, your obedient servant,

J. C. HOWELL,
Lieutenant Commanding.

Flag-Officer W. W. McKEAN,
Commanding United States Blockading Squadron,
Gulf of Mexico.

UNITED STATES STEAMER TAHOMA,
Off Sea-horse Key, Florida, February 24, 1862.

SIR: I have the honor to report that yesterday, at 4.30 p. m., a boat expedition, consisting of the Fanny, with six men, under command of Acting Master H. A. Hurley, and the Daisy, myself in charge of both crews, numbering eleven men, armed with Sharp's rifles, cutlasses, and pistols, started in pursuit of a sail-boat, which had been endeavoring to communicate with Depot key, from the main land, with the view, also, and principally, to cut out a schooner which was lying in the boat-channel between Cedar keys and the main. We passed, under sail, the entrance to the channel, reconnoitring closely a stockade of palmetto logs, on the north side—probably an old Indian fort—and took possession of the boat which had attracted the attention of our lookouts. The schooner—one with white mastheads—was then in sight, but on the other side of the trestle-work upon which the railway is laid connecting Cedar keys with the main land.

Darkness came on, and I had only time to scuttle a skiff which was lying at the

salt-making station, where the sail-boat was anchored, and to remove a quantity of carpenters' tools in the boat, before pulling out among the small keys of the channel, where, choosing a position beyond musket range of any clump, I anchored for the night. At daylight, the tide was ebb, and it was necessary to wait until about eight o'clock before moving. Towing the prize into the boat-channel, I pulled for the open water. The schooner had slipped her anchor during the night and was now nowhere in sight. As we came opposite the stockade at the entrance to the channel, moving very slowly at the time, against the strong flood-tide and fresh wind, a body of infantry numbering about thirty, advanced deliberately to the water's edge and fired a volley. The distance was about 150 yards.

Twenty minutes elapsed between the first and last shots, during which we managed to tow the prize clear of the keys. Mr. Hurley and myself were the only ones who returned the fire—the men being too busy, necessarily, at the oars. One man, supposed to be an officer, was seen to throw up his arms and fall. As they were in skirmishing order, it would have been useless for my men, in groups as they were, to fire; and besides, it would have involved the loss of the sloop. When beyond reach, sail was made, but the sail-boat capsized. Efforts were made, under the fire of the soldiers, who waded out toward us, to right her; but after some time spent ineffectually, I scuttled her, and made sail for the ship. One shot went through the Daisy's ensign, one struck her on the counter, and two forward. John B. Patterson, seaman, while pulling his oar, after we had gained the open water, was struck in the eye by a musket bullet and instantly killed. Two shots struck the Fanny. No one else was hurt in either boat, the shots generally being too high. All did their duty; Acting Master Hurley, Arthur Almer, sailmaker's mate, and Lewis Chester being conspicuous.

I am, respectfully, your obedient servant,

A. F. CROSMAN,
Lieutenant, United States Navy.

Lieutenant Commanding J. C. HOWELL,
United States Steamer Tahoma, off Cedar Keys, Blockading Squadron.

Flag-Officer McKean transmits reports in reference to the evacuation of Apalachicola by the rebel forces.

UNITED STATES FLAG-SHIP NIAGARA,
Key West, April 11, 1862.

SIR: I have the honor to transmit herewith copies of reports received from Commander Stellwagen, commanding United States steamer Mercedita, in reference to the evacuation of Apalachicola by the rebel forces, and also a memorandum of conversation held by him with the inhabitants of that place.

* * * * * * * * * *

I am, respectfully, your obedient servant,

WM. W. McKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER MERCEDITA,
Off Apalachicola City, March 25, 1862.

SIR: I have to report that in consequence of information from two intelligent contrabands, that the town had been abandoned two days after our coming in by all the soldiers, (some 650,) followed in a few days by nearly all the inhabitants, and having seen the steamboats busy on the river either re-enforcing or preparing to evacuate, I determined to send to the city and ascertain the true state of the case. The report proves strictly correct: not a soldier, a cannon, nor apparently any weapon of war remains; and persons claiming to be the influential men of the place say, emphatically, that everybody has been peremptorily ordered away by Governor Milton, of Florida; that the city is entirely at our mercy—they have no means of defence, and cannot resist one of our boats; but that no one remains having any authority to surrender the city or to ask for any terms.

There are still left parts of about a dozen white families, a few slaves, and some Spanish fishermen—altogether numbering from 500 to 600 souls—many of whom are women and children. The prominent men in the conference were strong secessionists—petty office-holders; many of the others are inclined for the Union, but are not at liberty to speak. Threats have often been made to hang or to starve them, as "damned Yankee traitors to the south." In this category stand also many of the fishermen who have not enlisted in their army. Threats are also made to burn the whole town if they hold intercourse with us. For these considerations I have abstained from hoisting the American flag, or giving any show of reason for them to destroy the houses, or maltreat the persons remaining, under pretence of operating against us or our friends, until I shall receive your instructions, as this vessel cannot lie near enough to prevent their carrying out their inhuman threats by stealth at night.

The exodus of the poor, frightened women and children is represented by the negroes as heart-rending. Taken away at the shortest notice—in a storm; thrown ashore on the low bluffs many miles up the river, with their household goods, furniture, and everything they could snatch up in their flight, and left all night in a deluge of rain—the river rising and threatening to carry them away—with scarcely any shelter for the weak and sick—the most of them lay in the mud, almost perishing with cold, until the latter part of the next day, when they were taken away by rafts and flats over the deluged country.

The batteries at the town appear to be entirely of sand, not finished with sodding, except a small portion. The one at St. Vincent I have entirely destroyed, burning the platforms for the guns, &c. Some few soldiers are at Riccat bluffs, ninety miles up the river; the rest at Johnson's, two hundred and forty miles. At this latter place they have been five months building a fine steam gunboat, not yet planked in.

The soldiers are disheartened and dissatisfied; some 300 will leave soon, their time being up. Annexed, please find copy of orders to Lieutenant Abbot for the expedition, and his report.

Very respectfully, your obedient servant,

H. S. STELLWAGEN,
Commander.

Flag-Officer W. W. MCKEAN,
Commanding Eastern Division Gulf Squadron.

UNITED STATES STEAMER MERCEDITA,
Apalachicola, March 23, 1862.

SIR: You will fit out an expedition to proceed at daylight to the city of Apalachicola, to consist of the first cutter and the whale-boat—their crews, and

such officers as may be selected, to be all well armed. On approaching the place, you will display the flag of truce, and on its being met, you will request to see the military commander and the civil authorities of the city, or the leading citizens—some of whom now there are Messrs. Dodge, Brooks, Thomas Mitchell, Reman, Porter, Benezet, Hancock, Henry R. Taylor, and Doctor Chapman. Say to them that understanding the soldiers have been withdrawn, or have evacuated the place since we came in, and being anxious to soften the evils of war as much as its due prosecution will permit, I have sent you to ask if the city *capitulated* without being subjected to damage from the fire of the guns of the large naval force in the neighborhood, which it is only reasonable it should do. Also say that any one taking the oath of allegiance to the United States government, and binding himself not to act in hostility to it or its forces, can remain securely in the town, and his property will be safe as long as he remains faithful to the oath.

Very respectfully, your obedient servant,

H. S. STELLWAGEN,
Commander.

Lieutenant T. ABBOT,
United States Navy.

UNITED STATES STEAMER MERCEDITA,
Apalachicola Bay, March 25, 1862.

SIR: In obedience to your order of the 23d instant, I proceeded, on the morning of the 24th, under a flag of truce, to the city of Appalachicola, accompanied, in the whale-boat, by Acting Master C. B. Wilder and Acting Assistant Surgeon C. H. Mason, with the first cutter, in charge of Acting Master's Mate G. A. Steino; both boats fully armed. Arriving off the city, I directed Mr. Steino to keep in sight of the whale-boat—about five hundred yards distant—prepared to come up at once, should I dip our colors twice. I then proceeded to within one hundred and fifty yards of the lower wharf, and came to an anchor, topping my oars and keeping them up, as a signal that I wished to communicate with the authorities of the place.

After remaining in that position for about half an hour, and seeing that no one showed any disposition to come off to us, I lifted the anchor and pulled in toward the lower wharf, where I found four of the inhabitants waiting to meet me—Messrs. Hancock, (mayor,) Benezet, Porter, and Miller—who represented themselves as the principal citizens of the place. I immediately made known to them the object of my mission. They informed me that the troops had been withdrawn from the city and sent up the river, with all their arms and ammunition, by order of the governor, but whether they were to return or not they could not say. They stated, also, that all the inhabitants had left, excepting themselves and a few men, women, and children; that they themselves had remained to protect their own property from incendiarism on shore; that the town was in a defenceless state, but that they had no authority to act in any disposition of it; that should the place ever be attacked, and any of their property destroyed, the confederate government would make them ample remuneration; that there was no one in the place willing, under any circumstances, to take the oath of allegiance to the United States government, excepting, perhaps, (to use their own expression,) "a few miserable foreigners." I would here state that the incendiaries spoken of by them are, in my opinion, people on shore of doubtful loyalty to the so-called confederate government. I noticed that every one in the place, except the four leading citizens, staid back a considerable distance from the wharf, which led me to believe that there are such men, and that they are closely watched.

Being convinced that I was talking to rank secessionists, and believing that any peaceable attempt on my part to ascertain the true sentiments of the people in the place would be thwarted by their leading men, I concluded to close the interview and return to the ship. We carried seven feet of water in the channel, in the strength of the stream. The fortifications are made of sand, extending in a northeasterly and southwesterly direction about five hundred yards, at equal distances from each other, the one in the centre being covered with turf; guns [said] to be mounted *en barbette*. We could not see any guns, however. I think a few heavy guns mounted on these fortifications would effectually guard the channel against any ordinary fleet.

I am, very respectfully, your obedient servant,

TREVETT ABBOT, *Lieutenant.*

Commander H. S. STELLWAGEN,
Commanding United States Steamer Mercedita.

UNITED STATES STEAMER MERCEDITA,
Off Apalachicola, April 4, 1862.

SIR: I have the honor to report the capture, without resistance, of the city of Apalachicola and all the vessels in the vicinity, by an expedition of eight armed boats from this ship and the United States gunboat Sagamore, Lieutenant Commanding A. J. Drake, on the 3d instant.

On the 30th ultimo I heard that the sloop Octavia had run into St. Joseph's bay from Havana, and sent a sail-boat, under Acting Master Wilder, to that place—thirty-five miles, *via* the "haul-over," or portage, across the narrow strip of land connecting Cape St. Blas with the mainland. It was found that she had left, but indications, from wheel-tracks, grains of spilled coffee, &c., showed she had landed her freight and carted it away. On the same day my boats chased a small sloop from Indian Pass to the city, and at night I sent the gig down thirty miles to East Pass, directing the Sagamore to join me at the earliest convenience. She arrived on the 1st, and the next day the boats were fully prepared for an armed expedition to the city and "Old Woman's bluff," seven miles up the river. The six boats started at 9 p. m., under command of Lieutenant Abbot, of this ship, and Lieutenant Bigelow, of the Sagamore, intending to pass the town in the night, and Lieutenant A. Drake and myself followed in our gigs to support them. On arriving at the city early in the morning, we found the Octavia and all the small vessels in possession of our men, and in due time the party came down the river, towing the pilot-boats Cygnet and Mary Olivia and the schooners New Islan, Floyd, and Rose; the latter loaded with cotton. A considerable time was spent in trying to get the two pilot-boats and New Islan over the bar, but without success; they grounded in seven feet of water.

Late in the afternoon I pulled in, with all the boats, to the landing-place, and had an interview with the people of the town, the details of which accompany this. I gave them up their fish-boats and two or three schooners, very old, and only fit for lighters, and told them they could fish and oyster so long as they were friendly, as I knew there was great distress for the necessaries of life. After trying again to get off the three schooners, without success, I ordered them to be set on fire, which was effectually done. The sloop Octavia, and the schooner Rose, with her cotton, I determined to send to Key West for adjudication.

I think the demonstration will be very salutary for the people, and will be of service to the cause. I hope you will approve the course pursued. The men

deserve great credit. The boats were gone from twenty-four to thirty-six hours, with almost constant heavy work, which was borne very cheerfully.

Very respectfully, your obedient servant,

H. S. STELLWAGEN, *Commander.*

Flag-Officer WM. W. MCKEAN,
Commanding Eastern Division Gulf Squadron.

Memorandum of an interview with the people of Apalachicola, April 3, 1862.

Late in the afternoon, I pulled into the landing-place with all the eight boats, ready for action, and was met by nearly all the population. It was really affecting to see the crowd—principally women and children, who had been told we were ruthless Hessians, bent on burning, pillage, and destruction—pressing down to see our large and well-armed force, without any fear of maltreatment; on the contrary, with every confidence in our humanity and discipline. I look on it as one of the greatest compliments that could be paid to civilization, to our honored navy, and to our sacred cause. The men, nearly all, took off their hats, and I addressed them, as follows:

"MY COUNTRYMEN, (for even you, who are engaged in this unholy, unnatural war against our government, are my fellow-countrymen,) we come not to injure the defenceless, or women and children. I like the people of the south, though I hate secession and rebellion, which have brought such calamities and misery upon all parts of our late happy land." (Cries of "We have had no part in it!" "The innocent suffer with the guilty!") "That is true," I replied, "here and everywhere; it is the result, always, of civil war, and your leaders should have thought of it. I sent up, some days ago, to demand the surrender of the town, and to say that 'all persons who would take the oath of allegiance, or bind themselves not to engage in any act of hostility against the United States government, could remain here securely, and that their property would be safe as long as they would keep faithfully their oaths.' This kindness was met by your self-constituted authorities, Messrs. Hancock, Benezet, Porter, and Father Miller, by saying, 'The city is defenceless, there are no soldiers nor any arms, but there is no one having authority to surrender it;' that there was no one here who would take any oath to the United States except it might be some '—— foreigners;' and as to property, if destroyed, the southern confederacy would pay all loss. Since then they have allowed the sloop Octavia to come in, and aided her in evading the blockade. We have come to show you how easily we can retaliate, but that we wish to be merciful. I know there is great distress here. ("We are almost starving," from some of the women.) "Well, now, listen to what I have to say. I will spare all fishing and oyster boats, (Thanks! thanks!!) and you may fish and oyster in the bay in safety as long as no hostile act is committed by the town; but any direct or indirect act, such as firing on our boats, helping a vessel to run the blockade, bringing soldiers to town, or anything of the sort, will be severely punished. If your boats go near the men-of-war, they must go alongside and report themselves, and meet any boat sent to examine them." (Answers "Yes, sir! we will.")

Pointing to their batteries, I said: "See what protectors your soldier are; look at the fort built in the midst of your houses, so that a few shells, even from boat guns, at them, would be sure to burn your town." (Laughter, and cries of "Oh! they're no great soldiers; there are no engineers among them.") "Well, I suppose you have heard that Pensacola is evacuated?" ("Yes!") "Fernandina taken?" "Yes!" "You know of our victories at Roanoke, Spring Mills, Fort Henry, Donelson; and Columbus fallen without a blow?" ("Yes! yes!!" "Ma-

nassas taken without firing a gun?" (This appeared to surprise them.) "Nashville taken?" ("Yes," from the crowd, "and Florence, Alabama." "Well, I think secession is nearly played out." (Great clapping of hands, and cries of "God send peace may come soon.") "Now, remember, do not be led or forced into hostilities against us, unless you desire to be severely dealt with. We don't require your help, if it will get you into trouble; but do not act against us. We are strong enough; keep quiet."

I then gave them up the old lighter Floyd, and others unfit for use, and repeated permission to catch fish, &c. A man came forward, saying, "Captain, some of my boys (slaves) have gone on board your ships: will they be given up?" "No!" "Will the government pay for them?" "No! they have been used to assist in carrying soldiers and arms, in building forts and a gunboat to act against the United States. You will never get relief." Another asked, "Will the United States government oblige Florida to redeem her notes when peace comes?" "No! they were issued to carry on the war, and Florida will have no means." "Why, there's the public lands; can't we get Florida lands for our notes?" "No! the United States will take the lands and public property." "Won't you give up the pilot-boats?" "No!" "What will you do with them?" "Burn them." As I was on the point of leaving, Messrs. Benezet, Miller, and others came forward, and asked me to land and speak with them in private. I asked "if they had any authorized communication to make?" They said "No! but they wished to hear my commands." I told them "I would hold no secret conference; I had just told the people what I had to say, and they could hear it all from them." We then pulled in line past them, turned, and stood out the river, firing a shrapnel from the boat gun of the Sagamore's launch, away from the people, to show them its effect. The populace were evidently pleased with the interview, and, if free from compulsion, I am sure would be in favor of the Union. We found it impracticable to get the grounded vessels off, and I ordered the Cygnet, Mary Olivia, and the New Plan set on fire, which was effectually done, and the Rose and Octavia taken to our anchorage. The boats were gone from twenty-four to thirty-six hours. The men behaved admirably.

Very respectfully, your obedient servant,

H. S. STELLWAGEN,
Commander.

Flag-Officer W. W. McKEAN,
Commanding Eastern Division Gulf Squadron.

Flag-Officer McKean transmits report of the capture of the confederate steamer Florida.

UNITED STATES FLAG-SHIP NIAGARA,
Key West, April 24, 1862.

SIR: I have the honor to transmit herewith a copy of the report made by Acting Master Elnathan Lewis, who commanded the boat expedition from the Pursuit, which resulted in the capture of the confederate steamer Florida, and which I did not receive in time to forward by the Connecticut.

I am, respectfully, your obedient servant,

WM. W. McKEAN,
Flag-Officer, Commanding Eastern Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

STEAMER FLORIDA, PRIZE TO U. S. BARK PURSUIT,
St. Joseph's Bay, April 10, 1862.

SIR: I have to report that, in obedience to your order of the 4th instant, I proceeded with the boats under my command to St. Andrew's bay, to endeavor to capture any vessel or vessels that might be found loading or lying in that vicinity. We arrived at the mouth of the pass and landed at 12.30 a. m., and camped on the beach. Having been informed that a sloop loaded with cotton, bound to Havana, was lying five miles up Crooked Island sound, I despatched the launch, with twelve men, in charge of Sailingmaster John C. Hamlin, with orders to capture her, if possible. Mr. Hamlin proceeded up the sound and took possession of the sloop, which proved to be the sloop Lafayette, of Pensacola, which ran the blockade by East Pass, Pensacola, March 1, and had been lying there since, having abandoned his voyage. Found the captain on board, who expressed strong Union sentiments. Got sloop under way, brought her to the pass, and anchored her. We found that Captain Harrison, of the sloop, was acquainted with the bay, and volunteered his services to pilot us to the steamer Florida, then loading at head of North bay, mouth of Bear creek. At 1 p. m. started sloop, with boats in tow; at 4 p. m. passed St. Andrewstown, and proceeded up North bay until 9 p. m., when, the wind having died away, we anchored the sloop and one boat, leaving five men in charge, under the command of James H. Barry, master's mate. We then proceeded cautiously with launch, first cutter, and twenty-five men, Captain Harrison acting as pilot.

At 2 a. m. we succeeded in passing the picket guard without any alarm being given; at 3 a. m. discerned the lights of the steamer in the distance. We then lay on our oars and drifted up with the tide until we came within hail, when we were hailed by the watch, who gave the alarm. We then boarded her in both boats on both sides. We met with but little resistance, they being taken completely by surprise. On gaining the deck of the steamer, I received a pistol shot in the forehead. We then took charge of the steamer, putting the crew under guard. She proved to be the steamship Florida, loading with cotton for the purpose of running the blockade. Found the boilers empty, and immediately pumped them up, and proceeded to get the steamer in working order. Finding the engineers to be Union men, we prevailed on them to assist in getting the steamer down.

At 11 a. m. got under way and steamed slowly down the bay. After proceeding about five miles we grounded on an oyster bank, in mid-channel; used every effort to get her off, without success; lay there all night. At 9 a. m., tide veering, succeeded in getting her afloat, but had scarcely gone a mile when we grounded on another bar. Finding that I could not get her afloat, and provisions getting scarce, I held a consultation with the officers and crew, and concluded to set those on shore who did not wish to take the oath of allegiance to the United States; which we did, sending nine men and the chief engineer. I then deemed it advisable to lighten the ship, which I did by throwing overboard thirty bales of cotton, considering the ship in a critical condition. I offered to the pilot, Wm. H. Harrison, Samuel Dayton, chief mate, and Robert Davidson, first engineer, $500 each; likewise to Henry Jones, second engineer, $250; also to each of the greasers, $50, to induce them to make every effort to get the boat to sea. Next morning, at 9 o'clock, got the steamer afloat and proceeded down the bay. On arriving abreast of St. Andrewstown, we found it impossible to cross the bar, owing to the heavy gale then blowing from the southwest; came to an anchor. Finding provisions getting scarce, and having previously been informed by the pilot that the two families living there were Unionists, I was induced to send the sloop Lafayette, in charge of James H. Barry, with five men and the pilot, with a flag of truce, to try and procure some. Seeing a flag of truce on shore, Mr. Barry and the pilot landed and

were met by a woman, who told them they could get provisions at another place. As they were going to the boat, an alarm was given that a body of armed men, to the number of forty or fifty, were running towards them from the woods. They jumped into the boat and made for the sloop, but had scarcely got twenty yards from shore when they were fired at by the rebels. They succeeded in getting on board the sloop; while doing which, however, another volley was fired, instantly killing Samuel Lawrence, badly wounding James Finney, and also wounding James H. Barry and the pilot. They returned the fire, and succeeded in driving them back; got sloop under way and reached the steamer. We then fired six shells into the town from our small rifled 12-pounder, which we had taken from our boat and mounted on the steamer. The gale increasing, let go the other anchor and kept ship under steam all night. At 9 a. m. Jacob F. F. Wendt accidentally shot himself in the groin. At 1 p. m. next day, wind abating, got under way and proceeded to East Pass. On reaching the pass, and finding the sea running very high on the bar, rendering it impossible to cross without great risk, came to anchor. At 8 the next morning got under way; crossed the bar and proceeded to St. Joseph's bay, arriving at 11 a. m.

In conclusion, I have to express my entire satisfaction with the conduct of the officers and men whom it was my good fortune to command. And furthermore, I wish to recommend to your notice the gallant conduct of Captain Harrison, our pilot, in bravely assisting to defend our men in the sloop against the tremendous odds opposed to them. I wish also to express my heartfelt thanks to Sailingmaster John C. Hamlin and Master's Mate James H. Barry for their conduct during the expedition.

I am, sir, very respectfully, your obedient servant,

ELNATHAN LEWIS,
Acting Master and Executive Officer.

Volunteer Lieut. CATE, *United States Bark Pursuit.*

Destruction of salt-works in Florida, October 6, 1862.

UNITED STATES GUNBOAT TAHOMA,
Cedar Keys, October 14, 1862.

SIR: I have the honor to report that I arrived at this place on the 4th of October instant, having touched at Tampa Bay and delivered the despatches with which I was charged.

I found the United States steamer Somerset at anchor off Depot key. A boat was sent me to report that in an attack on some salt-works fifteen men of the Somerset, under the executive officer, had been fired on from a house in front of which two or three women were walking, and from whose top a large white flag was flying, and seven of the fifteen wounded. The force was obliged to return without accomplishing all their work.

I determined to fit out a strong expedition; to send men enough to overcome all opposition. The rebels here needed a lesson, and they have had it.

I respectfully refer you to Lieutenant Commanding Crosman's report for particulars. In the two expeditions between fifty and sixty boilers were destroyed; the houses were burned on account of the treacherous use made of one of them on October 4.

Credit is due to Lieutenant Commanding Crosman, in charge of the combined expedition, and to Acting Master Dennison, executive officer of the Somerset, in charge of the Somerset's boats, and to the officers and men of both vessels, for the successful issue. A large amount of property was destroyed, and not a

man was injured on our side. It is said that the salt-works destroyed were capable of making one hundred and fifty bushels of salt per diem.

I am, very respectfully, your obedient servant,

J. C. HOWELL,
Commander, United States Navy.

Rear Admiral J. L. LARDNER,
Commanding United States Squadron, Key West, &c.

UNITED STATES GUNBOAT TAHOMA,
Off Sea-horse Key, October 8, 1862.

SIR: I have the honor to report that on the morning of the 6th instant an expedition left the harbor for the purpose of demolishing some salt-works of the rebels upon the main land. The expedition consisted of four boats from this ship and four from the United States steamer Somerset, numbering in all one hundred and eleven men. Two of the boats had howitzers.

Twenty or thirty armed guerillas were put to flight by the shell, shrapnel, and canister, with which the houses, woods, and underbrush were searched; then the small-arm men landed, deployed as skirmishers on each flank of the guns, and the working parties destroyed the boilers, which were of various shapes and curious construction. The houses in the immediate vicinity were fired, and the boats proceeded to the next station. Here the boats covered the working parties, and no small-arm men were needed. It was necessary to put howitzer shell through two very thick cast-iron and two strong wrought-iron boilers; the buildings were then burned. Just after leaving this latter place the cars came in and probably brought a re-enforcement, as people on shore yelled and shouted and fired some twenty shots at the boats. From the sound, I judge them to be Minie or Enfield rifle bullets. None of them, however, struck any of the men, nor would they have done any harm, as the distance was too great.

The expedition was entirely successful—destroyed some twenty boilers, burned to the ground all the buildings within reach, besides two upon Way key; no confusion was exhibited in landing, nor was there any departure from the instructions given prior to it; no useless expenditure of ammunition, and no one hurt.

I am, very respectfully, your obedient servant,

A. F. CROSMAN,
Lieutenant Commander, in Command of the Expedition.

Commander J. C. HOWELL,
Commanding United States Gunboat Tahoma,
Cedar Keys, Florida.

UNITED STATES GUNBOAT SOMERSET,
Cedar Keys, October 7, 1862.

SIR: I have the honor to make the following report:

Having received reliable information that most all the rebel troops stationed at No. 4 (the present terminus of the Fernandina railroad) had been sent away, and knowing they had very extensive salt-works there, I felt it my duty to destroy them, if possible. Accordingly, on the morning of the 4th instant, I took position with this vessel, as close as the draught of water would admit, threw some dozen shells, when they hoisted the white flag. Despatched the

boats in charge of Acting Master Dennison, with instructions to destroy all the salt-works that could be found. He had succeeded in demolishing quite a number without any resistance. Upon arriving at the place where the white flag was flying, he found the works to be very large. Seeing several women at the house, he could not fire. No sooner, however, had his men got out of the boats to destroy the works than they were fired upon by some twenty-five persons concealed in the rear. He returned the fire, killing and wounding several.

The party that had been sent with the howitzer, not being able to get up from the tide's falling, I recalled them. They destroyed several barrels of salt, a number of boats, and captured one launch and a large flat.

The conduct of the officers and crew was all that could be desired.

On the morning of the 6th, the Tahoma having arrived, a much larger expedition was fitted out, which proved perfectly successful, without meeting with much resistance.

The whole number of salt-boilers destroyed in the two days by the two parties was between fifty and sixty, some of them making as high as five bushels per day; and from all the information I can obtain from contrabands, they were making at least one hundred and fifty bushels every twenty-four hours, working night and day.

Enclosed I send the report of the surgeon of the casualties of the fourth.

I am, very respectfully, your obedient servant,

EARL ENGLISH,
Lieutenant Commander.

Acting Rear Admiral JAMES L. LARDNER,
Commanding Eastern Gulf Blockading Squadron.

UNITED STATES STEAMER SOMERSET,
Off Cedar Keys, Florida, October 4, 1862.

SIR: I have to report the following casualties in the action of to-day, in the destruction of the salt-works at Station No. 4.

Killed.—None.

Wounded dangerously.—Henry Everett, captain of after-guard, wounded in four places with buckshot, one entering the abdomen below the umbilicus, one passing through the left thigh, one lodging in the left ankle, and one in the right arm; Randolph Cooke, seaman, wounded in the throat, a shot passing through the larynx and œsophagus into the left side of the neck.—2.

Wounded severely.—James O'Niell, seaman, wounded in four places with buckshot, two passing through the left thigh, one through the left arm near the wrist, and one striking the chest without penetrating; Willis H. Hines, seaman, gunshot wound of the left arm, a musket ball passing through the deltoid muscle; John Willard, seaman, gunshot wound of the right arm, a buckshot passing through the forearm, between radius and ulna; Thomas Wilson, 1st ordinary seaman, gunshot wound of the left arm, a buckshot passing nearly through the deltoid muscle.—4.

Wounded slightly.—William E. Dennison, acting master and executive officer, struck on the right hip by a spent ball; Frederick Block, struck on the forehead by a spent buckshot.—2.

Very respectfully, your obedient servant,

S. J. DRAPER,
Acting Assistant Surgeon.

Lieutenant Commander EARL ENGLISH,
United States Navy.

CAPTURE OF NEW ORLEANS.

Captain D. G. Farragut sailed from Hampton roads, in the United States steamer Hartford, on the 3d day of February, 1862, to assume the duties of flag-officer of the Western Gulf blockading squadron. In addition to the ordinary blockading duties, he was specially charged with the reduction of the defences guarding the approaches to New Orleans, and the taking possession of that city, as will be seen by the following extracts from his confidential instructions:

NAVY DEPARTMENT, *January* 20, 1862.

SIR: When the Hartford is in all respects ready for sea you will proceed to the Gulf of Mexico, with all possible despatch, and communicate with Flag-Officer W. W. McKean, who is directed by the enclosed despatch to transfer to you the command of the Western Gulf blockading squadron. * * * * * * * There will be attached to your squadron a fleet of bomb-vessels, and armed steamers enough to manage them, all under command of Commander D. D. Porter, who will be directed to report to you. As fast as these vessels are got ready they will be sent to Key West to await the arrival of all, and the commanding officers, who will be permitted to organize and practice with them at that port.

When these formidable mortars arrive, and you are completely ready, you will collect such vessels as can be spared from the blockade and proceed up the Mississippi river, and reduce the defences which guard the approaches to New Orleans, when you will appear off that city and take possession of it under the guns of your squadron, and hoist the American flag therein, keeping possession until troops can be sent to you. If the Mississippi expedition from Cairo shall not have descended the river, you will take advantage of the panic to push a strong force up the river to take all their defences in the rear. As you have expressed yourself perfectly satisfied with the force given to you, and as many more powerful vessels will be added before you can commence operations, the department and the country will require of you success. * * * * There are other operations, of minor importance, which will commend themselves to your judgment and skill, but which must not be allowed to interfere with the great object in view—the certain capture of the city of New Orleans.

Destroy the armed barriers which these deluded people have raised up against the power of the United States government, and shoot down those who war against the Union; but cultivate with cordiality the first returning reason, which is sure to follow your success.

Respectfully, &c.,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
Appointed to command Western Gulf Blockading Squadron.

On the 10th of February the flag-officer was again confidentially addressed, as follows:

NAVY DEPARTMENT, *February* 10, 1862.

SIR: I enclose to you herewith sketches from the United States Engineer bureau relative to the works on the Mississippi river; also a memorandum prepared by General Barnard, United States army, who constructed Fort St. Philip. The most important operation of the war is confided to yourself and your brave

associates, and every light possible to obtain should be carefully considered before putting into operation the plan which your judgment dictates.

It is reported that nineteen feet of water can be carried over the bar. If this be true, the frigate Mississippi can be got over without much difficulty. The Colorado draws about twenty-two feet; she lightens one inch to twenty-four tons; her keel is about two feet deep. The frigate Wabash, when in New York, in 1858, drew, without her spar-deck guns, stores, water-casks, tanks, and coal, (excepting thirty tons,) aft, twenty feet four inches; forward, sixteen feet; or, on an even keel, eighteen feet four inches. This would indicate a very easy passage for this noble vessel; and if it be *possible* to get these two steamers over, and perhaps a sailing vessel also, you will take care to use every exertion to do so. The powerful tugs in the bomb flotilla will afford the necessary pulling power. The tops of these large steamers are from thirty to fifty feet above the fort, and command the parapets and interior completely with howitzers and musketry. The Wachusett, at Boston; the Oneida, Richmond, Varuna, and Dakota, at New York; and the Iroquois, from the West Indies. are ordered to report to you, with all practicable despatch, and every gunboat which can be got ready in time will have the same orders. All of the bomb-vessels have sailed, and the steamers to accompany them are being prepared with great despatch. It is believed the last will be off by the 16th instant.

Eighteen thousand men are being sent to the Gulf to co-operate in the movements which will give to the arms of the United States full possession of the ports within the limits of your command. You will, however, carry out your instructions with regard to the Mississippi and Mobile without any delay beyond that imposed upon you by your own careful preparation. A division from Ship island will probably be ready to occupy the forts that will fall into your hands. The department relies upon your skill to give direction to the powerful force placed at your disposal, and upon your personal character to infuse a hearty co-operation amongst your officers, free from unworthy jealousies. If successful, you open the way to the sea for the great west, never again to be closed. The rebellion will be riven in the centre, and the flag to which you have been so faithful will recover its supremacy in every State.

Very respectfully, &c.,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT, *U. S. N.*,
Com'g Western Gulf Blockading Squadron, Ship Island.

Captain Farragut arrived at Ship island on the 20th of February, having been detained some time at Key West. He immediately commenced arranging his squadron with a view to the accomplishment of the special duty assigned him. The difficulties encountered in getting the larger vessels over the bar were greater than was anticipated. On the 12th March the flag-officer wrote as follows:

UNITED STATES STEAMER HARTFORD,
Southwest Pass, March 14, 1862.

SIR: I herewith enclose the views of Captain Bailey, who, like myself, thinks it impossible to get the Colorado over the bar of the Mississippi. I have also been working hard at Pass à l'Outre with a good pilot, trying to get the Brooklyn over that bar, and, after getting her off on the 11th, I gave it up, as we could not get more than twelve feet at the shoalest pass. I then came down to this pass with her, where Mr. Halter, our Coast Survey assistant, had examined and ably buoyed the bar; and I am happy to say the Brooklyn passed over, only grounding once, but got off in less than an hour. She drew at the time

fifteen feet water. Captain Craven has been unremitting in his exertions to get his ship over the bar, but we have not found the water formerly carried over these bars; no doubt for the reason that the daily passing of large ships kept the channel open. It does not appear to be the opinion of either Mr. Halter (Coast Survey assistant) or the pilots that the Colorado can possibly pass the bar, and it is very doubtful if the Mississippi will be gotten over; but we will soon be able to decide by actual trial. I now have at the head of the passes the following forces: Brooklyn and three gunboats. All intercourse is stopped between the city and bar. * * * * * * * Captain Bell has just returned from a reconnoissance of the river up as high as within about five miles of the forts, where he saw and chased up two steamers above the forts, where four more steamers and six schooners were lying. Our flag is now, I hope, permanently hoisted on Louisiana soil.

Very respectfully, &c.,

D. G. FARRAGUT,
Flag Officer, Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

On the 18th of March the flag-officer writes as follows:

UNITED STATES STEAMER COLORADO,
Ship Island, March 18, 1862.

SIR: I regret to state that, after learning the state of the bars at the mouths of the Mississippi, it has been deemed perfectly impracticable to get the Colorado over either of them, and the idea has therefore been abandoned. * * * We have had great difficulty in reducing the draught of the steamers Pensacola and Mississippi sufficiently to get them over. The latter will be taken to the bar with nothing in her but sufficient coal to accomplish that object, and will then have to be pulled through at least one foot of mud by the tugs. Captain Porter's tug-boats Clinton and Westfield arrived to-night, very much to our relief, as we had feared for their safety. * * * * *

As Captain Porter has arrived with his mortar fleet, I shall push things forward with all possible despatch. Two of the large ships now occupy the head of the passes, with four gunboats, and I shall take the remaining three down with me when I leave this place, which will be in a day or two.

My presence here has been made necessary to attend to some of the details of the squadron. Preparations have been materially retarded in this quarter by the continuance of heavy winds ever since this month set in; but be assured that every exertion will be made to expedite our work.

D. G. FARRAGUT,
Flag-Officer, Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

On the 28th of March Fleet Captain H. H. Bell made a reconnoissance of Mississippi river from the head of the passes to the forts. The following is his report:

UNITED STATES SHIP HARTFORD,
Head of Passes, Mississippi, March 28, 1862.

SIR: I proceeded to-day, in the Kennebec, accompanied by the Wissahickon, to examine the river and the forts at the bend. The left or east bank, all the way up, is quite clear of trees and bushes; no houses appear before the salt-works are approached, and these are abandoned except by one family. The right or west bank is better wooded, and quite thickly, for four miles below

Fort Jackson. A few dilapidated houses and some cattle were observed also, on both banks, from the salt-works up to the forts.

No steamer appeared in view until the forts became visible. Shortly after the Star ran out a little distance below the boom, but speedily retreated above it again, passing up close to the Jackson bank. One 20-pounder rifle was fired at her, but fell very short; she seems to carry no cotton now. I approached the forts at extreme range of their guns, keeping on the left or east bank of the river. Four guns from Jackson and two from St. Philip opened fire upon us, throwing shells which exploded by concussion, very few of them failing. The two guns from St. Philip reached as far down the river as any from Jackson. The trees and bushes on the right or west bank were cleared away from Jackson to the extreme range of their guns down the river.

On the bend below Jackson a point makes out, upon which there is something like a round fort; and I thought I observed there three embrasures, but no guns. Between this point and Jackson, apparently under the guns of the exterior work, is the starting-point of the boom or obstruction, consisting of a raft of logs and eight hulks moored abreast, from fifty to eighty yards apart, and extending across the river to about half a mile below St. Philip; the raft lies between the bank on the Jackson side and the hulks. On shore, near the raft, are two structures which I inferred were windlasses for tautening the cable; here the steamers pass through. I could discern nothing extending from hulk to hulk, nor anything like fire-rafts. Observed at the forts two steamers with steam up, two barks, and a schooner. One of the boom hulks, second from the left bank, (east,) had one mast standing; the masts were out of all the others. The two forts fired from twenty to twenty-five shots at us, well directed, some of them falling within half a cable's length of us. I observed them about half an hour, and then turned down the river without firing at them, the range of our guns being no better than theirs.

I am, respectfully, H. H. BELL,
Fleet-Captain, Western Gulf Blockading Squadron.

Flag-Officer D. G. FARRAGUT,
United States Western Gulf Blockading Squadron.

On the 8th of April Flag-Officer Farragut informs the department that the Mississippi and Pensacola are over the bar, and that his preparations for the special work on hand are nearly completed. His despatch is as follows:

UNITED STATES FLAG-SHIP HARTFORD,
Mississippi River, Head of Passes, April 8, 1862.

SIR: I am happy to be able to announce to the department, at last, that the Mississippi and Pensacola are over the bar, and are now preparing for their work up the river. The bomb flotilla are moving up to be in readiness to take their positions. General Butler paid me a visit last evening from Ship island, and offered me coal to facilitate my movements, and I now find that our own vessels are beginning to arrive, so that my alarms on that account are dispelled, and so soon as the vessels can coal and get their stores and munitions of war on board we will be ready to proceed up the river. * * * *

I have taken good houses at Pilot Town for hospital purposes, and installed temporarily Surgeon Wales, of the Colorado, as hospital surgeon, and ordered Assistant Surgeon Burbank, from the Santee, to assist him.

Very respectfully, &c.,

D. G. FARRAGUT,
Flag-Officer, Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

The following instructions were given by the flag-officer to the commanders of the vessels in the squadron:

GENERAL ORDERS.

You will prepare your ship for service in the Mississippi river in the following manner:

Send down the top-gallant masts. Rig in the flying jib-boom, and land all the spars and rigging, except what are necessary for the three topsails, foresail, jib, and spanker. Trice up to the topmast stays or land the whiskers, and bring all the rigging into the bowsprit, so that there shall be nothing in the range of the direct fire ahead.

Make arrangements, if possible, to mount one or two guns on the poop and top-gallant forecastle; in other words, be prepared to use as many guns as possible ahead and astern, to protect yourself against the enemy's gunboats and batteries, bearing in mind that you will always have to ride head to the current, and can only avail yourself of the sheer of the helm to point a broadside gun more than three points forward of the beam.

Have a kedge in the mizzen chains (or any convenient place) on the quarter, with a hawser bent and leading through in the stern chock, ready for any emergency; also grapnels in the boats, ready to hook on to, and to tow off, fire-ships. Trim your vessel a few inches by the head, so that if she touches the bottom she will not swing head down the river. Put your boat howitzers in the fore-maintops, on the boat carriages, and secure them for firing abeam, &c. Should any injury occur to the machinery of the ship, making it necessary to drop down the river, you will back and fill down under sail, or you can drop your anchor and drift down, but in no case attempt to turn the ship's head down stream. You will have a spare hawser ready, and when ordered to take in tow your next astern do so, keeping the hawser slack so long as the ship can maintain her own position, having a care not to foul the propeller.

No vessel must withdraw from battle, under any circumstances, without the consent of the flag-officer. You will see that force and other pumps and engine hose are in good order, and men stationed by them, and your men will be drilled to the extinguishing of fire.

Have light Jacob-ladders made to throw over the side for the use of the carpenters in stopping shot holes, who are to be supplied with pieces of inch board lined with felt and ordinary nails, and see that the ports are marked in accordance with the "ordnance instructions" on the berth deck, to show the locality of the shot hole.

Have many tubs of water about the decks, both for the purpose of extinguishing fire and for drinking. Have a heavy kedge in the port main-chains, and a whip on the main yard, ready to run it up and let fall on the deck of any vessel you may run alongside of, in order to secure her for boarding.

You will be careful to have lanyards on the lever of the screw so as to secure the gun at the proper elevation, and prevent it from running down at *each fire.* I wish you to understand that the day is at hand when you will be called upon to meet the enemy in the worst form for our profession. You must be prepared to execute all those duties to which you have been so long trained in the navy without having the opportunity of practicing. I expect every vessel's crew to be well exercised at their guns, because it is required by the regulations of the service, and it is usually the first object of our attention; but they must be equally well trained for stopping *shot holes* and extinguishing fire. Hot and cold shot will, no doubt, be freely dealt to us, and there must be stout hearts and quick hands to extinguish the one and stop the holes of the other.

I shall expect the most prompt attention to signals and verbal orders, either

from myself or the captain of the fleet, who, it will be understood, in all cases acts by my authority.

D. G. FARRAGUT,
Flag-Officer, Western Gulf Blockading Squadron.

Commencement and progress of the bombardment of Fort Jackson.

UNITED STATES FLAG-SHIP HARTFORD,
Mississippi River, April 2, 1862.

SIR: We commenced the bombardment of Fort Jackson on the 16th, which was the earliest day possible after the arrival of coal. On the first day the citadel was set on fire, and burnt until two o'clock the next morning. On the 17th we made but little apparent impression on the fort.

On the 18th we dismounted one of their heavy columbiads, and otherwise appeared to damage them, and drove the men from the parapet guns, so that they only appeared occasionally when the gunboats took part in the bombardment to draw the fire from the bomb-vessels. On the 19th a deserter came to us from the fort, and gave the information that I have stated above, and much other information in relation to the armament of the forts and their general condition.

The wind was blowing from the northwest, and chilly, the current running with great strength, so that the ships, when under way, could scarcely stem it, so that I shall await a change of wind and a consequent less violent current before I attack the forts, as I find great difficulty in avoiding collisions among the vessels. Two of the gunboats, Katahdin and Sciota, have been seriously damaged by getting across-hawse of the ships and running into each other. We lose a great many anchors and cables, and those articles are very much wanted in the squadron. The Hartford is almost the only ship that has not lost both.

On the first day's fire of the enemy they put a shot through one of the mortar vessels and killed one man, but did not destroy her efficiency. The second day they sunk one with a rifle shot, but hurt no one materially. They have sent down five fire-rafts; none produced any effect on the fleet except the last, which only caused the collision of the Sciota and Kineo, both of which vessels dragged across the bows of the Mississippi, and carried away the mainmast of the first, and damaged them both very much otherwise; but the raft was turned clear of all the vessels of the fleet, but as the wind and strong current were peculiarly favorable, it gave us more trouble than on any former occasion.

I sent up Commander Bell last evening to destroy the chain and raft across the river, but the current was so strong that he could accomplish but little, in consequence of one of his gunboats getting on shore, and she was only saved by great exertion, as the enemy were firing on them all the time.

Commander Porter, however, kept up such a tremendous fire on them from the mortars that the enemy's shot did the gunboats no injury, and the cable was separated and their connexion broken sufficiently to pass through on the left bank of the river. The petard operator failed to fire his petards, owing to the breaking of his wires, which prevented the full destruction of the chain and the vessels; but great allowance is to be made for the violence of the current, which exceeds anything we have had to contend with since our arrival in the river.

In conclusion, I regret to say that the fleet is in want of all the essentials to carry on our work—shells, fuzes, (15″ and 20″,) serge and yarn, to make car-

tridge-bags, grape and cannister shot—for all of which I made large requisitions, and the articles may be on their way out.*

The medical department is miserably supplied for the care of the wounded. General Butler has offered to share with us, in fact, everything he has, which will supply many of our wants; but justice to myself requires me to say that I required all these supplies some time before I left Hampton roads, and others immediately on my arrival at Key West or Ship island, and I suppose accidental causes have stopped them on their way out here.*

My coal arrived just in time.

All of which is respectfully submitted by your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Attack on Forts Jackson and St. Philip.

UNITED STATES FLAG-SHIP HARTFORD,

At anchor off New Orleans, April 25, 1862.

SIR: I have the honor to inform the department that on the 24th instant, at about half-past 3 a. m., I attacked Fort St. Philip and Fort Jackson with my little fleet, while Commander Porter most gallantly bombarded them, and, besides, took them in the flank with his steamers, aided by the Portsmouth. Such a fire, I imagine, the world has rarely seen, but, thank God, we got past the forts with a loss of only twenty-four killed and eighty-six wounded; but as I have not heard what became of the three gunboats Kennebec, Itasca, and Winona, I fear they were lost in passing, and the Varuna was run into by two of the rebel steamers, and finally sunk. I took (and burnt) eleven steam gunboats, and two hundred troops or upwards. I then pushed up for the city of New Orleans, leaving two gunboats to aid General Butler in landing at the quarantine, and sent him a communication by Commander Boggs, requesting him to come up at once. I came up to within six or seven miles of the city, when two forts opened on us, but we silenced them in fifteen or twenty minutes, although it was warm work while it lasted. I have not yet heard of the killed and wounded. We only lost one man, and none wounded, although Captain Bailey, in the Cayuga, with Lieutenant Commanding Harrison, and this ship, stood the first brunt of the action, before the other vessels could get up. We drove them from their guns, and passed up to the city in fine style, and I now send this notice of our having taken possession of the city at meridian or a few minutes p. m.

But I must say I never witnessed such vandalism in my life as the destruction of property; all the shipping, steamboats, &c., were set on fire and consumed. The new iron-clad ram, just finished, but without her machinery, went floating by us. While I am finishing this report, Captain Bailey has been sent to demand the surrender of the city to me in the name of the United States.

I shall now send down with this letter Commander Smith, in the Mississippi, to look after General Butler, and a ram, which it appears we left behind at Fort Jackson, as it might be more than a match for the two gunboats I left behind.

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* The ordnance and hospital stores were shipped on the United States steamer Kensington, which was prevented by bad weather, breaking of machinery, and other causes from reaching her destination as early as designed. She arrived, however, in season

In conclusion, I hope I have done all I proposed to do, which was, to take the city of New Orleans; and I will now, in conjunction with the army, General Butler, reduce the forts, and take care of the outlet from the west, and purpose immediately to ascend to meet Flag-Officer Foote.

The conduct of the officers and men has been such as to command my highest admiration, and shall hereafter be a subject of more special commendation.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Announcement of the capture of Forts Jackson and St. Philip and surrender of New Orleans.

UNITED STATES FLAG-SHIP HARTFORD,
At anchor off the City of New Orleans, April 29, 1862.

SIR: I am happy to announce to you that our flag waves over both Forts Jackson and St. Philip, and at New Orleans over the custom-house. I am taking every means to secure the occupation by General Butler of all the forts along the coast. Berwick's bay and Fort Pike have been abandoned; in fact, there is a general stampede, and I shall endeavor to follow it up. * * * *

I am bringing up the troops as fast as possible. We have destroyed all the forts above the city, four in number, which are understood to be all the impediments between this and Memphis.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Flag-Officer Farragut's detailed report of the battles of the Mississippi.

UNITED STATES FLAG-SHIP HARTFORD,
At anchor off the City of New Orleans, May 6, 1862.

SIR: I have the honor herewith to forward my report, in detail, of the battle of New Orleans. On the 23d of March I made all my arrangements for the attack on, and passage of, Forts Jackson and St. Philip.

Every vessel was as well prepared as the ingenuity of her commander and officers could suggest, both for the preservation of life and of the vessel, and, perhaps, there is not on record such a display of ingenuity as has been evinced in this little squadron. The first was by the engineer of the Richmond, Mr. Moore, by suggesting that the sheet cables be stopped up and down on the sides in the line of the engines, which was immediately adopted by all the vessels. Then each commander made his own arrangements for stopping the shot from penetrating the boilers or machinery that might come in forward or abaft, by hammocks, coal, bags of ashes, bags of sand, clothes bags, and, in fact, every device imaginable. The bulwarks were lined with hammocks by some, by splinter nettings made with ropes by others. Some rubbed their vessels over

with mud, to make their ships less visible, and some whitewashed their decks, to make things more visible by night during the fight, all of which you will find mentioned in the reports of the commanders. In the afternoon I visited each ship, in order to know positively that each commander understood my orders for the attack, and to see that all was in readiness. I had looked to their efficiency before. Every one appeared to understand their orders well, and looked forward to the conflict with firmness, but with anxiety, as it was to be in the night, or at 2 o'clock a. m.

I had previously sent Captain Bell, with the petard man, with Lieutenant Commanding Crosby, in the Pinola, and Lieutenant Commanding Caldwell, in the Itasca, to break the chain which crossed the river, and was supported by eight hulks, which were strongly moored. This duty was not thoroughly performed, in consequence of the failure to ignite the petards with the galvanic battery, and the great strength of the current. Still it was a success, and, under the circumstances, a highly meritorious one.

The vessel boarded by Lieutenant Commanding Caldwell appears to have had her chains so secured that they could be cast loose, which was done by that officer, and thereby making an opening sufficiently large for the ships to pass through. It was all done under a heavy fire and at a great hazard to the vessel, for the particulars of which I refer you to Captain Bell's report, (marked A.) Upon the night preceding the attack, however, I despatched Lieutenant Commanding Caldwell to make an examination, and to see that the passage was still clear, and to make me a signal to that effect, which he did at an early hour. The enemy commenced sending down fire-rafts and lighting their fires on the shore opposite the chain about the same time, which drew their fire on Lieutenant Commanding Caldwell, but without injury. At about five minutes of two o'clock a. m., April 24, signal was made to get under way, (two ordinary red lights, so as not to attract the attention of the enemy,) but owing to the great difficulty in purchasing their anchors, the Pensacola and some of the other vessels were not under way until half-past three. We then advanced in two columns, Captain Bailey leading the right in the gunboat Cayuga, Lieutenant Commanding Harrison, he having been assigned to the first division of gunboats, which was to attack Fort St. Philip, in conjunction with the second division of ships, and the Hartford, the left; Fleet-Captain Bell leading the second division of gunboats in the Sciota; Lieutenant Commanding Donaldson to assist the first division of ships to attack Fort Jackson, as will be shown by the general order and diagram sent herewith. The enemy's lights, while they discovered us to them, were, at the same time, guides to us. We soon passed the barrier chains, the right column taking Fort St. Philip, and the left Fort Jackson. The fire became general, the smoke dense, and we had nothing to aim at but the flash of their guns; it was very difficult to distinguish friends from foes. Captain Porter had, by arrangement, moved up to a certain point on the Fort Jackson side with his gunboats, and I had assigned the same post to Captain Swartwout, in the Portsmouth, to engage the water batteries to the southward and eastward of Fort Jackson, while his mortar vessels poured a terrific fire of shells into it. I discovered a fire-raft coming down upon us, and in attempting to avoid it ran the ship on shore, and the ram Manassas, which I had not seen, lay on the opposite of it, and pushed it down upon us. Our ship was soon on fire half-way up to her tops, but we backed off, and through the good organization of our fire department, and the great exertions of Captain Wainwright and his first lieutenant, officers, and crew, the fire was extinguished. In the meantime our battery was never silent, but poured in its missiles of death into Fort St. Philip, opposite to which he had got by this time, and it was silenced, with the exception of a gun now and then. By this time the enemy's gunboats, some thirteen in number, besides two iron-clad rams, the Manassas and Louisiana, had become more visible. We took them in hand, and, in the course

of a short time, destroyed eleven of them. We were now fairly past the forts and the victory was ours, but still here and there a gunboat making resistance. Two of them had attacked the Varuna, which vessel, by her greater speed, was much in advance of us; they ran into her and caused her to sink, but not before she had destroyed her adversaries, and their wrecks now lie side by side, a monument to the gallantry of Captain Boggs, his officers, and crew. It was a kind of guerilla; they were fighting in all directions. Captains Bailey and Bell, who were in command of the first and second divisions of gunboats, were as active in rendering assistance in every direction as lay in their power. Just as the scene appeared to be closing, the ram Manassas was seen coming up under full speed to attack us. I directed Captain Smith, in the Mississippi, to turn and run her down; the order was instantly obeyed, by the Mississippi turning and going at her at full speed. Just as we expected to see the ram annihilated, when within fifty yards of each other, she put her helm hard aport, dodged the Mississippi, and ran ashore. The Mississippi poured two broadsides into her, and sent her drifting down the river a total wreck. Thus closed our morning's fight.

The department will perceive that after the organization and arrangements had been made, and we had fairly entered into the fight, the density of the smoke from guns and fire-rafts, the scenes passing on board our own ship and around us, (for it was as if the artillery of heaven were playing upon the earth,) that it was impossible for the flag-officer to see how each vessel was conducting itself, and can only judge by the final results and their special reports, which are herewith enclosed; but I feel that I can say with truth that it has rarely been the lot of a commander to be supported by officers of more indomitable courage or higher professional merit.

Captain Bailey, who had preceded me up to the quarantine station, had captured the Chalmette regiment, Colonel Szymanski; and not knowing what to do with them, as every moment was a great loss to me, I paroled both officers and men, and took away all their arms, munitions of war, and public property, and ordered them to remain where they were until the next day. I sent some of the gunboats to precede me up the river, to cut the telegraph wires in different places.

It now became me to look around for my little fleet, and to my regret I found that three were missing—the Itasca, Winona, and Kennebec. Various were the speculations as to their fate, whether they had been sunk on the passage or had put back. I therefore determined immediately to send Captain Boggs, whose vessel was now sunk, through the Quarantine bayou, around to Commander Porter, telling him of our safe arrival, and to demand the surrender of the forts, and to endeavor to get some tidings of the missing vessels. I also sent a despatch by him to General Butler, informing him that the way was clear for him to land his forces through the Quarantine bayou, in accordance with previous arrangements, and that I should leave gunboats there to protect him against the enemy, who I now perceived had three or four gunboats left at the forts—the Louisiana, an iron-clad battery of 16 guns; the McCrea, very similar in appearance to one of our gunboats, and armed very much in the same way; the Defiance, and a river steamer transport.

We then proceeded up to New Orleans, leaving the Wissahicon and Kineo to protect the landing of the general's troops. Owing to the slowness of some of the vessels, and our want of knowledge of the river, we did not reach the English Turn until about 10.30 a. m. on the 25th; but all the morning I had seen abundant evidence of the panic which had seized the people in New Orleans. Cotton-loaded ships on fire came floating down, and working implements of every kind, such as are used in ship-yards. The destruction of property was awful. We soon descried the new earthwork forts on the old lines on both shores. We now formed and advanced in the same order, two lines, each line

taking its respective work. Captain Bailey was still far in advance, not having noticed my signal for close order, which was to enable the slow vessels to come up. They opened on him a galling fire, which caused us to run up to his rescue; this gave them the advantage of a raking fire on us for upwards of a mile with some twenty guns, while we had but two 9-inch guns on our forecastle to reply to them. It was not long, however, before we were enabled to bear away and give the forts a broadside of shells, shrapnell, and grape, the Pensacola at the same time passing up and giving a tremendous broadside of the same kind to the starboard fort; and by the time we could reload, the Brooklyn, Captain Craven, passed handsomely between us and the battery and delivered her broadside, and shut us out. By this time the other vessels had gotten up, and ranged in one after another, delivering their broadsides in spiteful revenge for their ill-treament of the little Cayuga. The forts were silenced, and those who could run were running in every direction. We now passed up to the city and anchored immediately in front of it, and I sent Captain Bailey on shore to demand the surrender of it from the authorities, to which the mayor replied that the city was under martial law, and that he had no authority. General Lovell, who was present, stated that he should deliver up nothing, but in order to free the city from embarrassment he would restore the city authorities, and retire with his troops, which he did. The correspondence with the city authorities and myself is herewith annexed. I then seized all the steamboats and sent them down to quarantine for General Butler's forces. Among the number of these boats is the famous Tennessee, which our blockaders have been so long watching, but which, you will perceive, never got out.

The levee of New Orleans was one scene of desolation. Ships, steamers, cotton, coal, &c., were all in one common blaze, and our ingenuity was much taxed to avoid the floating conflagration.

I neglected to mention my having good information respecting the iron-clad rams which they were building. I sent Captain Lee up to seize the principal one, the Mississippi, which was to be the terror of these seas, and no doubt would have been to a great extent; but she soon came floating by us all in flames, and passed down the river. Another was sunk immediately in front of the custom-house; others were building in Algiers, just begun.

I next went above the city eight miles, to Carrolton, where I learned there were two other forts, but the panic had gone before me. I found the guns spiked, and the gun-carriages in flames. The first work, on the right, reaches from the Mississippi nearly over to Pontchartrain, and has 29 guns; the one on the left had six guns, from which Commander Lee took some fifty barrels of powder, and completed the destruction of the gun-carriages, &c. A mile higher up there were two other earthworks, but not yet armed.

We discovered here, fastened to the right bank of the river, one of the most herculean labors I have ever seen—a raft and chain to extend across the river to prevent Foote's gunboats from descending. It is formed by placing three immense logs of not less than three or four feet in diameter and some thirty feet long; to the centre one or two inch chain is attached, running lengthwise the raft, and the three logs and chain are then frapped together by chains from one-half to one inch, three or four layers, and there are 96 of these lengths composing the raft; it is at least three-quarters of a mile long.

On the evening of the 29th Captain Bailey arrived from below, with the gratifying intelligence that the forts had surrendered to Commander Porter, and had delivered up all public property, and were being paroled, and that the navy had been made to surrender unconditionally, as they had conducted themselves with bad faith, burning and sinking their vessels while a flag of truce was flying, and the forts negotiating for their surrender, and the Louisiana, their great iron-clad battery, blown up almost alongside of the vessel where they were negotiating;

hence their officers were not paroled, but sent home to be treated according to the judgment of the government.

General Butler came up the same day, and arrangements were made for bringing up his troops.

I sent on shore and hoisted the American flag on the custom-house, and hauled down the Louisiana State flag from the city hall, as the mayor had avowed that there was no man in New Orleans who dared to haul it down; and my own convictions are that if such an individual could have been found he would have been assassinated.

Thus, sir, I have endeavored to give you an account of my attack upon New Orleans from our first movement to the surrender of the city to General Butler, whose troops are now in full occupation, protected, however, by the Pensacola, Portsmouth, and one gunboat, while I have sent a force of seven vessels, under command of Captain Craven, up the river, to keep up the panic as far as possible. The large ships, I fear, will not be able to go higher than Baton Rouge, while I have sent the smaller vessels, under Commander Lee, as high as Vicksburg, in the rear of Jackson, to cut off their supplies from the west.

I trust, therefore, that it will be found by the government that I have carried out my instructions to the letter and to the best of my abilities, so far as this city is concerned, which is respectfully submitted.

I am, sir, very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

General Order.] UNITED STATES FLAG-SHIP HARTFORD,

Mississippi River, April 20, 1860.

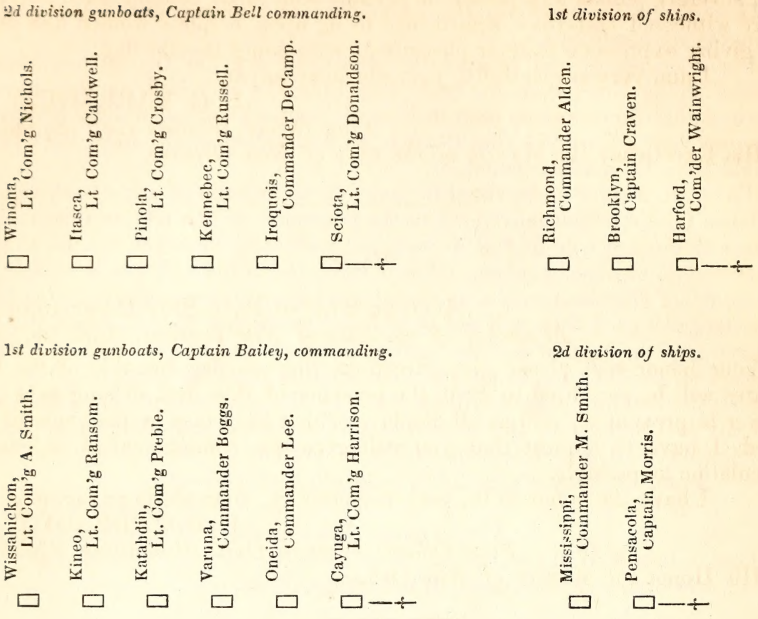
The flag-officer, having heard all the opinions expressed by the different commanders, is of the opinion that whatever is to be done will have to be done quickly, or we will be again reduced to a blockading squadron, without the means of carrying on the bombardment, as we have nearly expended all the shells and fuzes and material for making cartridges. He has always entertained the same opinions which are expressed by Commander Porter, that is, there are three modes of attack, and the question is which is the one to be adopted? His own opinion is, that a combination of two should be made, viz: the forts should be run, and when a force is once above the forts, to protect the troops, they should be landed at quarantine from the Gulf side by bringing them through the bayou, and then our forces should move up the river, mutually aiding each other as it can be done to advantage.

When, in the opinion of the flag-officer, the propitious time has arrived, the signal will be made to weigh and advance to the conflict. If, in his opinion, at the time of arriving at the respective positions of the different divisions of the fleet, we have the advantage, he will make the signal for close action, No. 8, and abide the result—conquer or to be conquered, drop anchor or keep under way as in his opinion is best.

Unless the signal above mentioned is made, it will be understood that the first order of sailing will be formed after leaving Fort St. Philip, and we will proceed up the river in accordance with the original opinion expressed.

The programme of the order of sailing accompanies this general order, and the commanders will hold themselves in readiness for the service as indicated.

ORDER OF FLEET.



Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Western Gulf Blockading Squadron.

Correspondence relating to the surrender of New Orleans.

No. 1.

UNITED STATES FLAG-SHIP HARTFORD,
At anchor off the City of New Orleans, April 26, 1862.

SIR: Upon my arrival before your city I had the honor to send to your honor Captain Bailey, United States navy, second in command of the expedition, to demand of you the surrender of New Orleans to me, as the representative of the government of the United States. Captain Bailey reported to me the result of an interview with yourself and the military authorities. It must occur to your honor that it is not within the province of a naval officer to assume the duties of a military commandant. I came here to reduce New Orleans to obedience to the laws of, and to vindicate the offended majesty of the government of, the United States. The rights of persons and property shall be secure. I therefore demand of you, as its representative, the unqualified surrender of the city, and that the emblem of sovereignty of the United States be hoisted over the city hall, mint, and custom-house by meridian this day, and that all flags and other emblems of sovereignty other than those of the United States shall be removed from all the public buildings by that hour. I particularly request that you shall exercise your authority to quell disturbances, restore order, and call upon all the good people of New Orleans to return at once to their vocations; and I particularly demand that no person shall be molested in person or prop-

erty for professing sentiments of loyalty to their government. I shall speedily and severely punish any person or persons who shall commit such outrages as were witnessed yesterday, armed men firing upon helpless women and children for giving expression to their pleasure at witnessing the old flag.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Western Gulf Squadron.

His Excellency the MAYOR *of the City of New Orleans.*

No. 2.

UNITED STATES FLAG-SHIP HARTFORD,

At anchor off the City of New Orleans, April 26, 1862.

Your honor will please give directions that no flag but that of the United States will be permitted to fly in the presence of this fleet so long as it has the power to prevent it; and as all displays of that kind may be the cause of blood-shed, I have to request that you will give this communication as general a circulation as possible.

I have the honor to be, very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Western Gulf Blockading Squadron.

His Honor the MAYOR *of New Orleans.*

No. 3.

General Order.] UNITED STATES FLAG-SHIP HARTFORD,

Off the City of New Orleans, April 26, 1862.

Eleven o'clock this morning is the hour appointed for all the officers and crews of the fleet to return thanks to Almighty God for his great goodness and mercy in permitting us to pass through the events of the last two days with so little loss of life and blood.

At that hour the church pennant will be hoisted on every vessel of the fleet, and their crews assembled will, in humiliation and prayer, make their acknowledgments therefor to the Great Dispenser of all human events.

D. G. FARRAGUT,

Flag-Officer, Western Gulf Blockading Squadron.

MAYORALTY OF NEW ORLEANS,

City Hall, April 26, 1862.

SIR: In pursuance of the resolution which he thought proper to take, out of regard for the lives of the women and children who still crowd this great metropolis, General Lovell has evacuated it with his troops, and restored back to me the administration of its government and the custody of its honor.

I have, in concert with the city fathers, considered the demand you made of me on yesterday of an unconditional surrender of the city, coupled with a requisition to hoist up the flag of the United States on the public edifices, and to haul down that which still floated to the breeze from the dome of this hall; and it becomes my duty to transmit to you the answer which the universal sentiment of my constituency, no less than the promptings of my own heart, dictate to me on this sad and solemn occasion.

The city is without means of defence, and utterly destitute of the force and material that might enable it to resist the overpowering armament displayed in sight of it.

I am no military man, and possess no authority beyond that of executing the municipal laws of the city of New Orleans. It would be presumptuous in me to attempt to lead an army to the field, if I had one at my command, and I know still less how to surrender an undefended place, held as this is at the mercy of your gunners and mouths of your mortars. To surrender such a place were an idle and unmeaning ceremony. The city is yours by the power of brutal force, and not by any choice or consent of its inhabitants. It is for you to determine what shall be the fate that awaits her.

As to the hoisting of any flag than the flag of our own adoption and allegiance, let me say to you, sir, that the man lives not in our midst whose hand and heart would not be palsied at the mere thought of such an act, nor could I find in my entire constituency so wretched and desperate a renegade as would dare to profane with his hand the sacred emblem of our aspirations.

Sir, you have manifested sentiments which would become one engaged in a better cause than that to which you have devoted your sword. I doubt not but that they spring from a noble though deluded nature, and I know how to appreciate the emotions which inspire them. You will have a gallant people to administer during your occupation of this city; a people sensitive of all that can in the least affect its dignity and self-respect. Pray, sir, do not allow them to be insulted by the interference of such as have rendered themselves odious and contemptible by the dastardly desertion of the mighty struggle in which we are engaged, nor of such as might remind them too painfully that they are the conquered and you the conquerors. Peace and order may be preserved without a resort to measures which could not fail to wound their susceptibilities and fire up their passions.

The obligations which I shall assume in their name shall be religiously complied with. You may trust their honor, though you might not count on their submission to unmerited wrong.

In conclusion, I beg you to understand that the people of New Orleans, while unable at this moment to prevent you from occupying this city, do not transfer their allegiance from the government of their choice to one which they have deliberately repudiated, and that they yield simply that obedience which the conqueror is enabled to extort from the conquered.

Since writing the above, which is an answer to your verbal communication of yesterday, I have received a written communication, to which I shall reply before 12 o'clock m., if possible to prepare an answer in that time.

Respectfully,

JOHN T. MONROE, *Mayor.*

Flag-Officer D. G. FARRAGUT,
United States Flag-Ship Hartford.

CITY HALL, *April* 25, 1862.

Honorable Common Council:

GENTLEMEN: At half-past one o'clock p. m. to-day I was waited on by Captain Bailey, second in command of the federal fleet now lying in front of the city, bearing a demand from Flag-Officer Farragut for the unconditional surrender of the city of New Orleans and hoisting of the United States flag on the custom-house, post office, and mint. He also demanded that the Louisiana flag should be hauled down from the city hall. I replied that General Lovell was in command here, and that I was without authority to act in military

matters. General Lovell was then sent for, and to him, after stating that his mission was to the mayor and council, Captain Bailey addressed his demands.

General Lovell refused to surrender the city or his forces, or any portion of them, but accompanied his refusal with the statement that he should evacuate the city, withdraw his troops, and then leave the civil authorities to act as they might deem proper.

It is proper here to state that, in reply to the demand to haul down the flag from the city hall, I returned an unqualified refusal.

I am now in momentary expectation of receiving a second peremptory demand for the surrender of the city. I solicit your advice in the emergency. My own opinion is, that, as a civil magistrate, possessed of no military power, I am incompetent to perform a military act such as the surrender of the city to a hostile force; that it would be proper to say, in reply to a demand of that character, that we are without military protection; that the troops have withdrawn from the city; that we are consequently incapable of making any resistance, and therefore we can offer no obstruction to the occupation of the place by the enemy; that the custom-house, post office, and mint are the property of the confederate government, and that we have no control over them; and that all acts involving a transfer of authority be performed by the invading forces themselves; that we yield to physical force alone, and that we maintain our allegiance to the government of the Confederate States. Beyond this a due respect for our dignity, our rights, and the flag of our country does not, I think, permit us to go.

Respectfully,

JOHN T. MONROE, *Mayor.*

The above message, which want of time prevented me from having copied, I enclose for information.

Respectfully,

JOHN T. MONROE, *Mayor,*
Per MARION N. BAKER, *Secretary.*

MAYORALTY OF NEW ORLEANS,
City Hall, April 26, 1862.

Common Council of the City of New Orleans—No. 6002.

The common council of the city of New Orleans, having been advised by the military authorities that the city is indefensible, declare that no resistance will be made to the forces of the United States.

Resolved, That the sentiments expressed in the message of his honor the mayor to the common council are in perfect accordance with the sentiments entertained by these councils and by the entire population of this metropolis, and that the mayor be respectfully requested to act in the spirit manifested by the message.

S. P. DE LABARRE,
President pro tem. of the Board of Aldermen.
J. MAGIONI,
President of the Board of Assistant Aldermen.

Approved April 26, 1862.

JOHN T. MONROE, *Mayor.*

A true copy.

MARION N. BAKER,
Secretary to Mayor.

UNITED STATES FLAG-SHIP HARTFORD,
At anchor off the City of New Orleans, April 28, 1862.

SIR: Your communication of the 26th instant has been received, together with that of the city councils.

I deeply regret to see, both by their contents and the continued display of the flag of Louisiana on the court-house, a determination on the part of the city authorities not to haul it down. Moreover, when my officers and men were sent on shore to communicate with the authorities and to hoist the United States flag on the custom-house, with the strictest orders not to use their arms unless assailed, they were insulted in the grossest manner, and the flag which had been hoisted by my orders on the mint was pulled down and dragged through the streets. All of which go to show that the fire of this fleet may be drawn upon the city at any moment, and in such an event the levee would, in all probability, be cut by the shells, and an amount of distress ensue to the innocent population which I have heretofore endeavored to assure you that I desired by all means to avoid. The election is therefore with you; but it becomes my duty to notify you to remove the women and children from the city within forty-eight hours, if I have rightly understood your determination.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Western Gulf Blockading Squadron.

His Honor the MAYOR AND CITY COUNCIL
of the City of New Orleans.

MAYORALTY OF NEW ORLEANS,
City Hall, April 28, 1862.

To the Common Council:

GENTLEMEN: I herewith transmit to you a communication from Flag-Officer Farragut, commanding the United States fleet now lying in front of the city. I have informed the officer bearing the communication that I would lay it before you, and return such answer as the city authorities might think proper to be made.

In the meantime permit me to suggest that Flag-Officer Farragut appears to have misunderstood the position of the city of New Orleans. He had been distinctly informed that at this moment the city has no power to impede the exercise of such acts of forcible authority as the commander of the United States naval forces may choose to exercise, and that therefore no resistance would be offered to the occupation of the city by the United States forces.

If it is deemed necessary to remove the flag now floating from this building, or to raise United States flags on others, the power which threatened the destruction of our city is certainly capable of performing those acts. New Orleans is not now a military post; there is no military commander within its limits; it is like an unoccupied fortress, of which an assailant may at any moment take possession. But I do not believe that the constituency represented by you or by me embraces one loyal citizen who would be willing to incur the odium of tearing down the symbol representing the State authority to which New Orleans owes her municipal existence. I am deeply sensible of the distress which would be brought upon our community by a consummation of the inhuman threat of the United States commander; but I cannot conceive that those who so recently declared themselves to be animated by a Christian spirit, and by a regard for the rights of private property, would venture to incur for themselves and the

government they represent the universal execration of the civilized world by attempting to achieve, through a wanton destruction of life and property, that which they can accomplish without bloodshed, and without a resort to those hostile measures which the law of nations condemns and execrates, when employed upon the defenceless women and children of an unresisting city.

Respectfully,

JOHN T. MONROE, *Mayor.*

MAYORALTY OF NEW ORLEANS,
City Hall, April 28, 1862.

SIR: Your communication of this morning is the first intimation I ever had that it was by "*your strict orders*" that the United States flag was attempted to be hoisted upon certain of our public edifices by officers sent on shore to communicate with the authorities. The officers who approached me in your name disclosed no such orders, and intimated no such designs on your part; nor could I have for a moment entertained the remotest suspicion that they could have been invested with powers to enter on such an errand while the negotiations for a surrender between you and the city authorities were still pending. The interference of any force under your command, as long as these negotiations were not brought to a close, could not be viewed by me otherwise than as a flagrant violation of those courtesies, if not of the absolute rights, which prevail between belligerents under such circumstances. My views and my sentiments in reference to such conduct remain unchanged.

You now renew the demands made in your former communication, and you insist on their being complied with, unconditionally, under a threat of bombardment within forty-eight hours; and you notify me to remove the women and children from the city, that they may be protected from your shells.

Sir, you cannot but know that there is no possible exit from this city for a population which still exceeds in number 140,000, and you must therefore be aware of the utter inanity of such a notification. Our women and children cannot escape from your shells, if it be your pleasure to murder them on a question of mere etiquette. But if they could, there are but few among them who would consent to desert their families and their homes, and the graves of their relatives in so awful a moment. They would bravely stand the sight of your shells rolling over the bones of those who were once dear to them, and would deem that they died not ingloriously by the side of the tombs erected by their piety to the memory of departed relatives.

You are not satisfied with the peaceable possession of an undefended city, opposing no resistance to your guns, because of its bearing its doom with something of manliness and dignity, and you wish to humble and disgrace us by the performance of an act against which our nature rebels. This satisfaction you cannot expect to obtain at our hands.

We will stand your bombardment, unarmed and undefended as we are The civilized world will consign to indelible infamy the heart that will conceive the deed and the hand that will dare to consummate it.

Respectfully,

JOHN T. MONROE, *Mayor.*

Mr. FARRAGUT,
Flag-Officer of the United States fleet
in front of the City of New Orleans.

UNITED STATES FLAG-SHIP HARTFORD,
At anchor off the City of New Orleans, April 28, 1862.

SIR: Hereafter, when I desire to communicate with the authorities, I will hoist a square flag with a diagonal red cross, when, if your honor will send your secretary, or any other person, to receive my communication to the shore opposite to the ship bearing that flag, a boat will be sent with an officer to deliver the document.

When the city authorities desire to communicate with me, by the messenger holding his handkerchief by two corners opposite the ship, a boat will be sent for him or his communication.

As my duties may call me away from before the city for a short time, I request that you will send your reply to any other vessel that may be present.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Western Gulf Blockading Squadron.

His Honor the MAYOR *of New Orleans.*

UNITED STATES FLAG-SHIP HARTFORD,
At anchor off the City of New Orleans, April 29, 1862.

SIR: The forts St. Philip and Jackson having surrendered, and all the military defences of the city being captured or abandonod, you are required, as the sole representative of any supposed authority in the city, to haul down and suppress every ensign and symbol of government, whether State or Confederate, except that of the United States. I am now about to raise the flag of the United States upon the custom-house, and you will see that it is respected with all the civil power of the city.

I have the honor to be, very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Western Gulf Blockading Squadron.

His Honor the MAYOR *of the City of New Orleans.*

UNITED STATES FLAG-SHIP HARTFORD,
At anchor off the City of New Orleans, April 30, 1862.

GENTLEMEN: I informed you, in my communication of the 28th of April, that your determination, as I understood it, was not to haul down the flag of Louisiana on the city hall, and that my officers and men were treated with insult and rudeness when they landed, even with a flag of truce, to communicate with the authorities, &c., and if such was to be the determined course of the people, the fire of the vessels might at any moment be drawn upon the city. This you have thought proper to construe into a determination on my part to murder your women and children, and made your letter so offensive that it will terminate our intercourse; and so soon as General Butler arrives with his forces, I shall turn over the charge of the city to him and assume my naval duties.

Very respectfully, &c.,

D. G. FARRAGUT,
Flag-Officer, Western Gulf Blockading Squadron.

His Honor the MAYOR AND CITY COUNCIL *of New Orleans.*

Reports of Captain T. Bailey, second in command.

UNITED STATES GUNBOAT CAYUGA,
At sea, May 7, 1862.

SIR: Having found it impossible to get the Colorado over the bars of the Mississippi, I sent up a large portion of her guns and crew, filling up deficiencies of both in the different vessels, and, with my aid, Acting Midshipman Higginson, steward, and boat's crew, followed up myself, hoisting, by authority of the flag-officer, my red, distinguishing flag as second in command, first on the Oneida, Commander Lee, and afterwards on the Cayuga.

That brave, resolute, and indefatigable officer, Commander D. D. Porter, was at work with his mortar fleet, throwing shells at and into Fort Jackson, while General Butler, with a division of his army, in transports, was waiting a favorable moment to land. After the mortar fleet had been playing upon the forts for six days and nights, (without perceptibly diminishing their fire,) and one or two changes of programme, Flag-Officer Farragut formed the ships into two columns, "line ahead;" the column of the red, under my orders, being formed on the right, and consisting of the Cayuga, Lieutenant Commanding Harrison, bearing my flag, and leading the Pensacola, Captain Morris; the Mississippi, Commander M. Smith; Oneida, Commander S. P. Lee; Varuna, Commander C. S. Boggs; Katahdin, Lieutenant Commanding Preble; Kineo, Lieutenant Commanding Ransom; and the Wissahickon, Lieutenant Commanding A. N. Smith. The column of the blue was formed on the left, heading up the river, and consisted of the flag-ship Hartford, Commander R. Wainwright, and bearing the flag of the commander-in-chief, Farragut; the Brooklyn, Captain T. T. Craven; the Richmond, Commander Alden; the Sciota, bearing the divisional flag of Fleet-Captain H. H. Bell; followed by the Iroquois, Itasca, Winona, and Kennebec.

At 2 a. m. on the morning of the 24th the signal "to advance" was thrown out from the flag-ship. The Cayuga immediately weighed anchor and led on the column. We were discovered at the boom, and, a little beyond, both forts opened their fire. When close up with St. Philip we opened with grape and canister, still steering on. After passing this line of fire, we encountered the "Montgomery flotilla," consisting of eighteen gunboats, including the ram Manassas and iron battery Louisiana, of twenty guns.

This was a moment of anxiety, as no supporting ship was in sight. By skilful steering, however, we avoided their attempts to butt and board, and had succeeded in forcing the surrender of three, when the Varuna, Captain Boggs, and Oneida, Captain Lee, were discovered near at hand. The gallant exploits of these ships will be made known by their commanders. At early dawn discovered a rebel camp on the right bank of the river. Ordering Lieutenant Commanding N. B. Harrison to anchor close alongside, I hailed and ordered the colonel to pile up his arms on the river bank and come on board. This proved to be the Chalmette regiment, commanded by Colonel Szymanski. The regimental flag, tents, and camp equipage were captured.

On the morning of the 25th, still leading, and considerably ahead of the line, the Chalmette batteries, situated three miles below the city, opened a cross fire on the Cayuga. To this we responded with our two guns. At the end of twenty minutes the flag-ship ranged up ahead and silenced the enemy's guns.

From this point no other obstacles were encountered, except burning steamers, cotton ships, fire rafts, and the like. Immediately after anchoring in front of the city I was ordered on shore by the flag-officer to demand the surrender of the city, and that the flag should be hoisted on the post office, custom-house, and

mint. What passed at this interview will be better stated in the flag-officer's report.

On the 26th I went with the flag-officer some seven miles above the city, where we found the defences abandoned, the guns spiked, and gun carriages burning. These defences were erected to prevent the downward passage of Captain Foote. On the 27th a large boom, situated above these defences, was destroyed by Captain S. Phillips Lee. On the 28th General Butler landed above Fort St. Philip, under the guns of the Mississippi and Kineo. This landing of the army above, together with the passage of the fleet, appears to have put the finishing touch to the demoralization of their garrisons, (300 having mutinied in Fort Jackson.) Both forts surrendered to Commander Porter, who was near at hand with the vessels of his flotilla.

As I left the river General Butler had garrisoned Forts Jackson and St. Philip, and his transports, with troops, were on their way to occupy New Orleans.

I cannot too strongly express my admiration of the cool and able management of all the vessels of my line by their respective captains. After we had passed the forts it was a contest between iron hearts in wooden vessels and iron-clads with iron beaks, and the "iron hearts" won.

On the 29th the Cayuga, Lieutenant Commanding Harrison, was selected to bring me home a bearer of despatches to the government.

I have the honor to be, very respectfully, your obedient servant,

THEODORUS BAILEY,
Captain.

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES GUNBOAT CAYUGA,
Off New Orleans, April 25, 1862.

FLAG-OFFICER: Your boldly-conceived and splendidly-executed plan of battle having resulted in complete success, leaves me time to make up the report of my division.

You will find in Lieutenant Commanding Harrison's report an accurate outline of the noble part taken by the Cayuga, under his command, and bearing my divisional flag. We led off at 2 a. m., in accordance with your signal, and steered directly up stream, edging a little to starboard, in order to give room for your division.

I was followed by the Pensacola in fine style, the remainder of my division following in regular and compact order. We were scarcely above the boom when we were discovered, and Jackson and St. Philip opened upon us. We could bring no gun to bear, but steered directly on. We were struck from stem to stern. At length we were close up with St. Philip, when we opened with grape and canister. Scarcely were we above the line of fire when we found ourselves attacked by the rebel fleet of gunboats. This was *hot* but more congenial work. Two large steamers now attempted to board, one on our starboard bow, the other astern; a third on our starboard beam. The 11-inch Dahlgren being trained on this fellow, we fired at a range of 30 yards. The effect was very destructive; he immediately steered in shore, ran aground and burnt himself up.

The Parrott gun on the forecastle drove off one on the bow, while we prepared to repel boarders, so close was our remaining enemy. About this time Boggs and Lee came dashing in, and made a finish of the rebel boats—eleven in all.

In the gray of the morning discovered a camp with rebel flag flying; opened with canister, and at 5 a. m. received the sword and flag of Colonel Szymanski and his command of five companies, arms, and camp equipage. While engaged

at this point, observed the Varuna in conflict with a number of gunboats. She had been butted by one of them and sunk; but, with his forward guns still above water, her commander was bravely maintaining the fight, driving off his enemies and saving his crew. Informing Captain Lee, of the Oneida, who had also been engaged with the enemy, of the Varuna's situation, he instantly steamed up and made a finish of the rebel boats. The remainder of the fleet now came up. The Mississippi had been detained below with the Manassas and another iron-clad. After this everything passed under your observation.

The pleasant duty now remains of speaking of the Cayuga and her brave officers and crew. From first to last, Lieutenant Commanding N. B. Harrison displayed a masterly ability in steering his vessel past the forts under a hurricane of shot and shell, and afterwards in manœuvering and fighting her among the gunboats. I cannot say too much for him. He was gallantly sustained by Lieutenant George H. Perkins and Acting Master Thomas H. Morton. These officers have my unbounded admiration.

I must, in conclusion, express the pleasure which I experienced in witnessing the seamanlike manner in which all the ships were handled. The reports of the divisional captains will inform you of the particular part borne by each ship.

Respectfully, your obedient servant,

T. BAILEY,
Captain Commanding Division of the Red.

Flag-Officer D. G. FARRAGUT,
Commander-in-Chief, &c., New Orleans.

Report of Fleet-Captain H. H. Bell.

UNITED STATES FLAG-SHIP HARTFORD,
Off the City of New Orleans, April 26, 1862.

SIR: On the night of the 23d instant I went on board of the United States gunboat Sciota, Lieutenant Commanding E. Donaldson, the leading vessel of the second division of gunboats, which you did me the honor to assign to my command for the ascent of the river. At 4 a. m. of the 24th instant the Sciota, accompanied by the division, followed in the wake of the Richmond, for passing Forts Jackson and St. Philip.

Having run safely through the batteries of the forts and rebel steamers, Captain Donaldson set fire to and burned two steamboats, (one loaded with gun-carriages, the other with rosin and combustible materials.) He also sent a boat's crew to take possession of an armed steamer which surrendered to him, to bring her up the river; but finding her hard and fast ashore, and under the guns of the fort, the boat returned without her. This delayed the movements of the Scotia, and brought her within half a mile of the ram Manassas, whence I witnessed the decided manner in which the noble old steamship Mississippi, commander Melancthon Smith, met that pigmy monster. The Mississippi made at her, but the Manassas sheered off to avoid the collision, and landed on the shore, when her crew escaped over her roof into the swamp. The Mississippi pelted her meanwhile with her heavy guns. After a while she slipped off the bank, and was last seen by some of the officers floating down the stream, passing the Mississippi without smoke-stack. I counted nine of the enemy's steamers of all kinds destroyed; all but two being well armed on the bow and stern.

Upon the assembling of the fleet at quarantine I observed, for the first time, that the gunboats Itasca, Lieutenant Commanding C. H. B. Caldwell; Winona,

Lieutenant Commanding Ed. T. Nichols, and Kennebec, Lieutenant Commanding John Russell, belonging to the second gunboat division, were missing. As they were the three rearmost vessels of the fleet, it was apprehended that the fire of the forts and of the enemy's steamers had been concentrated upon them after the passage of the larger vessels, which had attracted and divided the fire of the enemy while they were in sight. I am happy to report none killed and only two slightly wounded in this brilliant dash of the fleet.

The Sciota next preceded the fleet up to English Turn, and was the fourth vessel ahead in the attack on and capture of the forts at the city of New Orleans, on the 25th, and the third in passing up in front of the city. She has shared in all the active operations of the fleet to this date.

The immediate object of this expedition having been gained, I hauled down my pennant at one p. m. to-day, to resume my duties as fleet-captain on board the Hartford, having no further casualties to report.

Throughout the trying scenes of this dashing expedition, which is second to none on record, Captain Donaldson, his officers and crew, were conspicuous for their coolness, intrepidity, and good conduct. Her guns were well and skilfully handled by their crews, under the direction and careful instruction of Lieutenant H. A. Adams; Midshipman Woodward gallantly working the rifle on the top-gallant forecastle, and Acting Master Foster the 11-inch pivot gun. Acting Master McFarland was always at the *con*, and acquitted himself zealously and handsomely in the discharge of that duty.

I am, very respectfully, your obedient servant,

H. H. BELL,
Captain of the Fleet, Western Gulf Blockading Squadron.

Flag-Officer D. G. FARRAGUT,
Western Gulf Blockading Squadron,
Off the City of New Orleans.

Report of Commander Richard Wainwright, United States Flag-Ship Hartford.

UNITED STATES FLAG-SHIP HARTFORD,
Off City of New Orleans, April 30, 1862.

SIR: I have the honor to submit the following report of the part taken by this ship in the actions of the mornings of April 24th and 25th instant, off Forts Jackson and St. Philip, and below the city of New Orleans,

At 3.30 a. m., on the morning of the 24th, got under way, and at 3.55 the Hartford opened fire from bow guns, engaging Fort Jackson, and receiving a galling fire from both forts. At 4.15 grounded on shoal near Fort St. Philip in the endeavor to clear a fire raft, which was propelled by a ram on our port quarter, setting fire to the ship, the flames bursting through the ports and running up the rigging, endangering the ship as much from fire, if not more, than from the guns of the enemy. Went to "fire quarters," extinguished flames, and backed off—a heavy fire being kept up by both forts upon us all the time, and we continuing to fire in return upon them until out of range. Passed and fired into several rebel steamers on our way up the river.

On the 25th instant, steaming up the river, cleared ship for action at 9.30 a. m., and at 11.30 discovered two batteries, one on each bank of the river, which commenced firing. We then opened fire with bow guns, and shortly were in position to use both batteries, and at first fire of the port battery drove the enemy on the right bank from his guns. After passing were fired on by riflemen, but without injury. The ship was much riddled, having received 32 shots,

some of them of a serious nature. There were also two guns disabled by the enemy's fire.

I herewith enclose the reports of the heads of the different departments. We have to mourn the loss of three of our brave crew, and also had ten wounded. The guns were well worked and served, and when officers and men behave with such courage and coolness, I consider it a credit to the ship to say that it is impossible for me to individualize.

On April 26th, at 3.25 p. m., proceeded up the river to attack some batteries; at 5 went to quarters, and at 5.35 discovered two batteries, both of which, however, had been evacuated, and gun-carriages set on fire. Sent a boat to battery on left bank and spiked twenty-nine guns.

Respectfully yours,

R. WAINWRIGHT,
Commander, United States Ship Hartford.

Flag-Officer FARRAGUT,
Commanding Western Gulf Blockading Squadron.

UNITED STATES STEAMER HARTFORD,
Off New Orleans, April 25, 1862.

SIR: In obedience to your orders of the 25th instant I respectfully submit the following report of damages done to rigging during the actions of the 24th and 25th instant, having made a careful examination of the same:

Three mizzen shrouds, one starboard and two port, cut away; two fore-top main stays cut away; one fore-topmast staysail-stay cut away; one mizzen topsail jack-stay, on which mizzen topsail halliards run; one shroud in main rigging, (slightly;) one main topsail brace cut away; one cross-jack yard-lift cut off; one mizzen topsail sheet cut off; one mizzen top burton cut off; one mizzen pendant tackle cut off.

Very respectfully,

JAMES WALKER,
Boatswain, United States Navy.

Examined.

LIEUT. JAS. S. THORNTON,
Executive Officer.

Captain R. WAINWRIGHT, Esq.,
Commanding United States Steamer Hartford,
Western Division Gulf Blockading Squadron.

UNITED STATES FLAG-SHIP HARTFORD,
Off New Orleans, April 28, 1862.

SIR: In obedience to your order of the 25th instant I respectfully submit the following report of damages sustained by this ship in the actions of the 24th and 25th instant:

Two shot holes on starboard bow; one on starboard side bowsprit, carrying away bees; one on starboard side, abreast of mainmast, entering and tearing down armory, state-room, bulkheads, &c.; one in main-chains, entering and tearing up starboard steerage; two under main-chains, tearing away clamps, &c., two between main and mizzen chains, tearing up planking and main rail; three on starboard buttocks, cutting three planks entirely off; one on starboard quarter, cutting away planking clamps, entering and breaking up poop cabin; one

through mainmast; one striking mainyard, carrying away one quarter batten; one through starboard waist boat on port side port buttock, entering ship, cutting away three planks; one through port bow, carrying away wash-room, entering and tearing part of sick-bay, bulkhead, and dispensary; one breaking up port quarter boat.

Very respectfully, your obedient servant,

JAS. H. CONLEY,
Carpenter, United States Navy.

Captain R. WAINWRIGHT, Esq.,
Commanding United States Flag-Ship Hartford, off New Orleans.

UNITED STATES FLAG-SHIP HARTFORD,
Off New Orleans, April 25, 1862.

SIR: In obedience to your order of the 24th instant, I respectfully submit the following report of damages done to battery, losses in small arms and miscellaneous articles in ordnance department in the actions of the 24th and 25th instant:

One 9-inch Dahlgren gun, No. 224, struck by the enemy's shot, knocking off a portion of the muzzle; one 20-pounder rifle gun, struck by the enemy's shot; one 20-pounder rifle gun-carriage, disabled from the enemy's shot; one elevating screw, damaged; twelve Jocelyn rifles; four sabre bayonets; five rifle muskets; eight bayonets; ten cutlass frogs; ten pistol and revolver frogs; fourteen bayonet scabbards; six cutlasses; four sabre bayonet scabbards; twenty-six waist-belts; ten musket cartridge boxes; ten rifle cartridge boxes; five revolver cartridge boxes; eighteen bullet moulds; fifty cone picks; two lamp scissors; ten lamp chimneys; ten Jocelyn wipers; ten wiper rods; two revolvers; one pistol; six single sticks; two 9-inch ramrods; two 9-inch sponges; ten twist sock strings; four battle axes; two lamp feeders.

Very respectfully, &c.,

JOHN DUNCAN,
Acting Gunner, United States Navy.

Captain RICHARD WAINWRIGHT,
Commanding U. S. Steamer Hartford, off New Orleans.

Examined.

A. KAUTZ,
Lieutenant and Ordnance Officer.

Report of Captain Henry W. Morris, United States Steam-sloop Pensacola.

UNITED STATES SLOOP PENSACOLA,
At anchor off New Orleans, April 28, 1862.

SIR: I have the honor to report the following incidents and occurrences of the conflict of the 24th and 25th of April in passing Forts Jackson and St. Philip and their adjacent batteries; also, the engagement with the rebel gun-boats and the "ram," which were stationed above those forts; also, the action with the batteries located a few miles below this city, and which latter took place on the 25th instant.

Your order to me was that this ship should, after passing the barricade below the forts, proceed to the attack of Fort St. Philip, in order to divert its fire

from your division, so that you should not be exposed to the fire of both of these forts at the same time. On our arrival at the opening of the barricade the enemy opened his fire on us. We proceeded slowly through it, firing only our bow guns, until we reached a position where our broadside guns could be used; we then continued slowly on, frequently stopping and returning his fire, and sustaining that of the rebel gunboats at the same time, until we had reached a point above that fort where its fire could no longer reach us. The ram, after having struck the Varuna gunboat, and forced her to run on shore to prevent sinking, advanced to attack this ship, coming down on us right ahead. She was perceived by Lieutenant F. A. Roe just in time to avoid her by sheering the ship, and she passed close on our starboard side, receiving, as she went by, a broadside from us. The gunboats of the enemy now fled up the river, and some of them were run on shore and set fire to by their own crews. We were under the fire of the enemy about two hours. We then steamed up the river to render assistance to the Varuna. We sent our boats to her to assist in taking off her officers and crew, and have seven of the former and about sixty of the latter now on board.

The conduct of the officers and crew of this ship was in every respect praiseworthy, evincing coolness and courage of the highest order. The fire of the guns was kept up with all the rapidity which the circumstances of the action demanded, to insure injury to the enemy without the wasting of ammunition. The amount of damage inflicted by us on him cannot be ascertained, but I believe that it must have been very considerable. It is impossible in a night attack to do justice to each officer's merits by specifying his particular conduct in the battle; but the result of the conflict is the best evidence of the great good behavior of them all.

I *must speak* of the coolness and ability displayed by Lieutenant F. A. Roe, the executive officer of this ship. His station being on the bridge next to me enabled me to witness it. My eyesight is quite defective, especially at night, and I am compelled to rely on that of others. I was, therefore, obliged to give to Lieutenant Roe the duty of directing the ship's course through the opening of the barricade, as well as the ascending of the river during the whole action. The judgment and skill shown by him in the performance of this duty cannot be surpassed. We had no pilot on board, and he performed that duty with the most remarkable ability and success. I recommend and most strongly urge upon the Navy Department the propriety and justice of promoting him to the rank of commander, as a reward for the highly important services which he has rendered in this battle. In my opinion he has fairly earned it and ought to receive it.

In the action of the 25th instant with the batteries just below the city the ship received but little injury in her hull or rigging, and none of the officers or crew were killed or wounded. I enclose herewith a report of the surgeon of the killed and wounded; also, one of the injury sustained by the ship in hull and rigging.

I am, very respectfully,

HENRY W. MORRIS, *Captain.*

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

UNITED STATES SHIP PENSACOLA,
New Orleans, April 30, 1862.

SIR: I respectfully beg leave to report the following facts and incidents connected with our engagement of the 24th instant with Forts Jackson and St.

Philip and their adjacent batteries, and also with the fleet of rebel gunboats and rams.

I have reason to congratulate myself that I ordered the men to lie down flat on deck, to receive the first fire of the forts, until our guns were in range. By this means, I have no doubt, many valuable lives were saved, and no ammunition was thrown away by firing at random.

Soon as the battery opened upon the enemy it did great execution by its rapidity of fire and the certainty of its aim. The conduct of our people was gallant in the highest degree.

Too great praise cannot be awarded to Lieutenant James Stillwell for his coolness and activity. He moved constantly from one division to another, encouraging the guns' crews, instructing them how to act and how to fire, and when some of them were disabled by their numbers falling, and the wounded, lying helpless in the darkness, encumbered the decks, Lieutenant Stillwell, by his presence and coolness, restored order, and maintained an unremitting fire from every gun. Although himself knocked down by a cannon shot, he recovered his presence of mind, which never forsook him, and was always found where he was most needed.

The forward division, consisting of the 11-inch pivot and 80-pounder rifle-gun, was admirably served under the orders of Acting Master E. C. Weeks. Master's Mate Alfred H. Reynolds came aft on the hammock nettings to report to me the loss of the rammer of his 80-pounder. While aft by the bridge, near No. 5 gun, he had his sword-belt cut from his waist in three pieces. But this officer never for a moment faltered in his duty at the forward division. Mr. Cox, the carpenter, was quite severely wounded in the beginning of the engagement, and was compelled to go below. Mr. Goodrich, the boatswain, was also wounded by a fragment of shell lodging in his arm, and, though suffering great pain and loss of blood, remained at his station to the end of the conflict. His conduct is worthy of the highest praise. The crew of No. 5 gun was most severely dealt with. In the very beginning of the action John Ryan, the gun captain, was mortally wounded, and several others fell. Patrick Hughes, seaman, who was first sponger, showed himself particularly active, and his conduct, in my opinion, redeemed his previous bad character.

William Gray, 1st, the first loader of No. 3 gun, very deliberately picked up a 32-pound shot which landed on deck and threw it overboard, supposing it to be a shell.

I call special attention to the gun captain of the rifled howitzer aft, which, though much exposed was served with much ability and activity, although no officer whatever superintended it. James McCloud, captain of foretop, a volunteer from the Colorado, was the gun captain of this piece. I earnestly commend him to your favorable notice.

I have also to notice the fine conduct of Louis Richards, the quartermaster at the wheel during the terrific fire. All through the din and roar of battle this man never once erred in steering the ship through the narrow opening of the barricade, and his watchful devotion to my orders contributed in a great degree to the successful passage of the ship, without once fouling the shore or the obstacles of the barricade. The coolness of this man, at a station of no ordinary danger, was perfectly heroic.

Assistant Engineer Huntly, stationed at the bell abreast of No. 5 gun, was wounded at the same time that the gun's crew was disabled. He was urged to go below, but refused to leave his station, and remained there all through the action.

I must make very special mention of Thomas Flood, (boy,) who acted as my aid on the bridge. He was swept from my side along with the signal quartermaster, Murry, who had his leg shot away by a shell which burst near them. Flood, finding himself unhurt on the deck below the bridge, assisted the signal quartermaster to get below. After getting him into the hands of the surgeon,

Flood promptly returned to my side, and assisted me very materially by taking the duties of signal quartermaster upon himself. This duty he performed with the coolness, exactitude, and fidelity of a veteran seaman. I cannot speak too warmly of Flood, and I would be glad to see him appointed a midshipman in the navy. His intelligence and gentle character are of a high order.

The powder division was perfectly served under the command of Paymaster George L. Davis. Its good order and efficiency are worthy of special notice.

There are but two instances of conduct which I record with pain. John McDonald, seaman, from the Colorado, was the second captain of No. 6 gun. When the first captain was wounded by a bursting shell, this man gave up his gun. One of the gun's crew was heard by Lieutenant Stillwell calling for some one to take charge of the gun, and no one coming, he took charge of it himself.

The other instance is still more humiliating. William Cooper, ordinary seaman, shellman of No. 2 gun, deserted his station, and was twice hauled out from behind the forward bitts by the men of our ship. The scorn and contempt of our crew for this man seems to be condemnation enough.

Other examples of courage and coolness, however, are so marked and striking, that it is a source of pride and congratulation to me that I have been able to go into battle with such men.

I am, sir, very respectfully, your obedient servant,

F. A. ROE, *Executive Officer.*

Captain HENRY W. MORRIS,
Commanding United States Ship Pensacola.

UNITED STATES STEAM-SLOOP PENSACOLA,
Off New Orleans, April 29, 1862.

SIR: I would respectfully report the damages this steamer sustained in carpenter's department, as follows, viz: One shot entering starboard bow (raking) just beneath spar deck lodging knees, cutting its way through the side and tearing in splinters a hanging knee, cutting through deck beam, thence striking bitt, badly splintering this; lodging in another beam amidships. Second, through main rigging, (starboard,) ploughing through bridge, going out at main-rail, (port,) which is cut entirely off. Third, struck sheet chain outside, badly cutting two strakes whales at No. 6 gunport. Fourth, came through side at No. 3 gunport, cutting two strakes spirketting, crossing deck and demolishing one side of a gun-carriage. Fifth, came through No. 7 gunport, tearing away two fife-rail stanchions, cutting through mainmast, crippling mast-loop, passing out of side of gunport, tearing away framing stanchion and plank. Sixth, struck iron knee under the bridge, cutting it off. Seventh, through hammock nettings, mizzen rigging, badly cutting main-rail, passed out through port-netting, cutting off hammock-rails. Eighth, came through side, near poop deck, cutting away framing timber and plank. Ninth, starboard quarter, about five feet above water, not through plank. The above are, sir, all I have been able to ascertain.

Very respectfully, your obedient servant,

JOSEPH E. COX,
Acting Carpenter.

Captain H. W. MORRIS,
Commanding United States Steamer Pensacola.

P. S.—To the above should be added two boats, one very badly stove; also masts and gratings badly cut up by shells.

UNITED STATES SLOOP PENSACOLA,
Off New Orleans, April 28, 1862.

SIR: The following is a list of the rigging of this ship which was shot away and wounded in the actions of the 24th and 25th of April, 1862: One screw of the starboard main rigging; one screw of port mizzen rigging; plate of topsail halyard block, in the starboard fore-chains, shot away; one topmast backstay, wounded; one shroud of port main rigging, shot away; one leg of mizzen stay, shot away; mizzen stay, wounded; three shrouds of main rigging on the port side, slightly wounded; one shroud on starboard side of main rigging, slightly wounded; some running rigging shot away.

Very respectfully,

C. E. McKAY,
Acting Master.

Captain HENRY W. MORRIS.

Report of Captain T. T. Craven, United States Steam-Sloop Brooklyn.

UNITED STATES STEAM-SLOOP BROOKLYN,
Mississippi River, off New Orleans, April 26, 1862.

SIR: Herewith I have the honor to enclose reports from the executive officer, surgeon, gunner, carpenter, and boatswain, relative to the occurrences, casualties, expenditure of ammunition, and damages on board this ship on the mornings of the 24th and 25th instant.

It becomes my duty to add that, on the morning of the 24th, soon after the action between our fleet and the forts, St. Philip and Jackson, commenced, in consequence of the darkness of the night and the blinding smoke, I lost sight of your ship, and when following in the line of what I supposed to be your fire, I suddenly found the Brooklyn running over one of the hulks and rafts which sustained the chain barricade of the river. For a few moments I was entangled and fell athwart the stream, our bow grazing the shore on the left bank of the river. While in this situation I received a pretty severe fire from Fort St. Philip. Immediately after extricating my ship from the rafts, her head was turned up stream, and a few minutes thereafter she was feebly butted by the celebrated ram Manassas. She came butting into our starboard gangway, first firing from her trap-door, when within about ten feet of the ship, directly towards our smoke-stack, her shot entering about five feet above the water-line and lodging in the sand-bags which protected our steam-drum. I had discovered this queer-looking gentleman, while forcing my way over the barricade, lying close into the bank, and when he made his appearance the second time I was so close to him that he had not an opportunity to get up his full speed, and his efforts to damage me were completely frustrated, our chain armor proving a perfect protection to our sides. He soon slid off and disappeared in the darkness. A few moments thereafter, being all the time under a raking fire from Fort Jackson, I was attacked by a large rebel steamer. Our port broadside, at the short distance of only fifty or sixty yards, completely finished him, setting him on fire almost instantaneously.

Still groping my way in the dark, or *under* the *black cloud* of smoke from the fire raft, I suddenly found myself abreast of St. Philip, and so close that the leadsman in the starboard chains gave the soundings "thirteen feet, sir." As we could bring all our guns to bear, for a few brief moments we poured in grape and canister, and I had the satisfaction of completely silencing that work before I left it—my men in the tops witnessing, in the flashes of their bursting shrapnells, the enemy running like sheep for more comfortable quarters.

After passing the forts we engaged several of the enemy's gunboats; and

being at short range—generally from sixty to a hundred yards—the effects of our broadsides must have been terrific. This ship was under fire about one hour and a half. We lost eight men killed, and had twenty-six wounded, and our damages from the enemy's shot and shell are severe. I should not have been so particular, sir, in recording so many of the incidents of the morning of the 24th had I not been out of my proper station; but justice to my officers and crew demand that I should show that the Brooklyn was neither idle nor useless on that never-to-be-forgotten occasion.

In conclusion, I must here beg leave to add that my officers and crew, all, without a *single* exception, behaved in a most heroic manner; indeed, I was surprised to witness their perfect coolness and self-possession, as they stood at their guns while the rebels were hailing shot and shell upon us for nearly half an hour before I gave the order to "open fire." I have to congratulate myself on being so ably assisted by my executive officer, Lieutenant R. B. Lowry. He was everywhere, inspiring both officers and crew with his own zeal and gallantry in the performance of their duty. Lieutenant James O'Kane, who had charge of the 1st division, was severely wounded soon after we commenced the action; but not until he had himself primed, sighted, and fired two guns, and from loss of blood fallen to the deck, would he consent to be carried below. Lieutenant James Forney, commanding the marines, had two guns assigned him, and, with his men, fought most gallantly.

I was early deprived of the services of my signal officer and aid, Acting Midshipman John Anderson, by a shot, which cut him and the signal quartermaster, Barney Sands, nearly in two. Young Anderson was a most promising and gallant young gentleman, and had, only a few days previously, volunteered from another vessel, which had been detailed for other duty, to join this ship; he was knocked overboard and killed instantly. Immediately afterward, my young clerk, Mr. J. G. Swift, (who had been meanwhile taking notes,) asked me to let him act as my aid; and the prompt, self-possessed manner in which he performed his duty in conveying my orders elicited my highest admiration.

The conduct of Quartermaster James Buck, stationed at the wheel, merits particular mention. Early in the fight he received a severe and painful contusion by a heavy splinter; but for seven hours afterwards he stood bravely at his post and performed his duty, refusing to go below until positively ordered to do so; and on the morning of the 25th, without my knowledge, he again stole to his station and steered the ship from early daylight until 1.30 p. m., over eight hours. I beg particularly that you will bring this man's conduct to the especial notice of the Navy Department.

On the morning of the 25th of April, as the fleet was proceeding up the river, at about a quarter-past 11 o'clock, two batteries were discovered, one on our starboard bow, and the other almost directly ahead. Signal was made from your ship to prepare for action. At this time the flag-ship was the leading vessel, the Brooklyn was the second in the line, and the Iroquois third; the others were astern, and somewhat scattered. A few minutes after your signal the Cayuga passed the Brooklyn, and so close as to compel me to hail and request her commander not to force me out of my station. She pushed on, and even passed the flag-ship.

About noon, being then one and a quarter miles distant from them, the batteries opened a raking fire upon us. The fire of the starboard battery was immediately responded to by this ship, then about half a cable's length astern of the Hartford, and twenty-one shots from our 80-pounder rifled gun were rapidly, and with remarkable precision, thrown into it, only two of these shots failing to take effect. A few minutes afterward the Brooklyn, then steaming at the rate of ten knots, by the sudden sheering off and "slowing down" of the Hartford, for the purpose of engaging the enemy, necessarily sheered in shore, which brought her up within one hundred and fifty or two hundred yards of the port-hand battery,

and so as to obstruct the fire of the Hartford. The Brooklyn then opened fire with grape and canister, stopped her engines, and, lying within less than one hundred yards of the river bank, delivered two other broadsides, which completely drove the enemy pell mell from their guns and from the field.

In conclusion, sir, permit me to congratulate you upon this most brilliant success. The attack by our squadron upon two strong and garrisoned forts, steaming within grape and canister range, and partially silencing them, and the pursuit and destruction of almost their entire fleet of gunboats, have not been surpassed, if equalled, by any navy in the world. Under the providence of Almighty God we have achieved a most glorious victory.

Very respectfully, your obedient servant,

THOS. T. CRAVEN, *Captain.*

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

UNITED STATES STEAM-SLOOP BROOKLYN,
Off New Orleans, Louisiana, April 25, 1862.

SIR: I have to report that, in the action of the morning of the 24th instant, from 3 a. m. to 4.50 a. m., against the rebel forts, Jackson and St. Philip, masked and water batteries, and some sixteen rebel gunboats, this ship engaged the enemy at 3 a. m. with shell, grape, and canister, of which 105 rounds were fired from the nine-inch guns, in broadside, at one time within 150 yards of Fort St. Philip. Great difficulty was experienced in discharging the 80-pounder Dahlgren rifle. This gun is defective in its vent.

The conduct of the men and officers was under your own eye. I can say with pride that they fully met my own expectations in their drill and efficiency; and although the action was fought mostly in total darkness, still nothing could exceed the rapid and precise firing, the prompt readiness to repair damages, and the care for the dead and wounded, which was evinced by every person at the gun divisions.

I regret to report the loss of seven most valuable men, viz: Bernard Sands, signal quartermaster, killed by your side; John Wade, captain after guard; Thomas White, coxswain, captain of No. 9 gun; Andrew Rourke, seaman, 1st loader of pivot gun; Daniel McEmory, (boy,) powder-boy of pivot gun; Henry Roff, marine, of marine gun's crew No. 1; William Lanahan, marine, of marine's gun's crew No. 2. Midshipman Anderson, your aid, was carried overboard early in the action by a round shot.

No. 9 gun had, by the striking of a 32-lb. shot against the iron boat-davit on port side, and breaking into fragments, immediately followed by a bursting shell in the same place, 1st captain killed, 2d captain badly wounded, and nine men badly disabled; making eleven men out of a crew of seventeen. Still, the remaining six fought the gun *most gallantly* until the end of the action. Our wounded amount to thirty, as per surgeon's report. No. 1 gun, port, was disabled by having the forward axletree shot away. We encountered the boom-chain, and broke it adrift by running over it and dislodging the anchored hulks; this close to Fort St. Philip. We also had an encounter with an iron-clad ram, which struck us in the starboard gangway; but the chain-armor, to a great extent, received the blow and saved the frame of the ship. The ship was badly struck and cut up in various parts; a report from Mr. Foy, the carpenter, I herewith enclose; both main-stays and much of the running gear were cut by shot.

As your executive officer it becomes my duty, as it is my pride, to call attention to the excellent bearing of every officer and man on board the ship. The

advancing and victorious squadron, in succession, ran down, sank, blew up, or fired by shells, eleven of the enemy's sixteen gunboats. One, the Warrior, a three-masted propeller, placed herself under the port broadside of the Brooklyn, when eleven five-second shells were exploded in her, actually driving her on the bank and instantly setting her on fire. A second three-masted propeller escaped annihilation from our starboard battery from her resemblance to the Iroquois, which caused us to hold our fire until the current had drifted her down astern of us, when her true character was ascertained, but too late for us to destroy her.

Mr. O'Kane, acting 2d lieutenant, in charge of the forward divisions, was wounded in the middle of the action and disabled, after most gallant service. I ordered Midshipman Bartlett to take charge of this battery, which he did promptly and efficiently.

In conclusion, I without hesitation assert that the attack of our squadron upon two strong and garrisoned forts, coming within grape and canister range, and to a great extent silencing their fire, and afterwards overtaking and destroying nearly all of the enemy's fleet, is not, to my knowledge, surpassed, if equalled, on the record of any navy in the world.

In the action of this morning against the batteries near the city we engaged at a close canister and grape range, and following closely the Sciota, which gunboat dashed gallantly into close quarters with the battery on the right bank, *but between us and the battery*, so that we *had* to hold our fire. We finished *her* work by a sweeping discharge of grape and canister, driving the rebels pell-mell out of their works. Midshipman Bartlett fought the 80-pounder pivot very skilfully, firing twenty-one shots into the battery on the left bank with great rapidity and precision, and in a great measure redeemed the character of the gun. I am happy to state that though we were struck a number of times in the hull, and some rigging cut, we had no loss of life or blood. One man, Dennis Leary, ordinary seaman, fell overboard, by his own carelessness, and was drowned.

The howitzers in the fore and main-tops were well served by Coxswain Hamilton and Captain of Main-top Williams, throwing shrapnell and canister very effectually into the enemy on both banks. Without officers to command them, the crews of these guns are worthy of especial notice. I should mention that the engine berth-deck and powder divisions were well served by their respective officers and men, and that the most perfect order was maintained while the numerous wounded were transferred to the surgeon promptly and carefully. Passed Assistant Engineer J. Morgan stood at the bell and executed your orders promptly throughout the action.

I have to thank you, sir, for the splendid example you gave us of coolness and masterly handling of this vessel in both actions; and I close this hasty report by recommending to your especial notice Quartermaster Buck, who, on the first morning, though wounded, stood bravely at the wheel for seven hours, and to-day again took his post and steered the ship from early daylight until 1.30 p. m.—over eight hours.

I am, very respectfully, your obedient servant,

R. B. LOWRY,
First Lieutenant U. S. Steam-Sloop Brooklyn.

Captain THOMAS T. CRAVEN,
Com'g U. S. Steam-Sloop Brooklyn, off New Orleans.

UNITED STATES STEAM-SLOOP BROOKLYN,
Off New Orleans, Louisiana, April 28, 1862.

SIR: In obedience to your order we, the undersigned, have examined the ship, as to the extent of injuries we received in our engagements with the forts and vessels in the river on the 24th instant, and with the batteries below the city on the 25th instant, and make the following report:

1. A shot on starboard bow, cutting through the plank, timber, and ceiling, passing through the storeroom, shattering the fore and aft piece and the deck beam, and striking the lodger knee, and breaking it badly, destroying in its progress three coils of large rope, and the interior work to considerable extent, and shattered the waterway below the berth-deck, and lodged there.

2. A shot on starboard bow, coming through the plank timbers and iron bracing, passing through the marine's storeroom, destroying a quantity of clothing and other stores, and lodged on the port side, between the knees and deck, breaking one of the main beams amidships.

3. A shell struck the starboard bow, near the wood ends, and exploded, making a large hole, and shattering the plank to a considerable extent. We cannot ascertain the extent of injury it has done, as it is impossible to get at it at present.

4. A shot on starboard side, just abaft fore channels, came through, destroying two lodger knees, crossing the deck, striking and shattering one of the hanging knees, and struck the side and fell on deck.

5. A shot, just forward the mainmast, came through, cutting off the iron brace, which is six inches wide and one inch thick, and lodged in some bags of sand, placed to protect the steam drum. This shot was fired from the ram.

6. A shot on the quarter, came through the plank timber, iron brace, and ceiling, crossed the wardroom diagonally, striking the mizzen-topsail sheet bitts, cutting it in two, and scattering the splinters all around, destroying the wood work to a very great extent; it then struck the ceiling on the port side, and a hanging knee, and fell on deck.

7. On spar-deck, a shot struck in the head, on starboard side, going through the bowsprit, and passing out of the head on port side, shattering the wood work all around.

8. A shot on port side, abreast the foremast, cutting the rail in two, and passing off without further damage.

9. A shot on starboard side, just abaft fore channels, came through, and disabled gun on port side; striking the breach of the gun, it glanced and struck the axletree, and went through the spar-deck, and lodged there.

10. A shot on port side, abreast the mizzenmast, and carried away the boat davits, timber heads, rail planks, outside and inside, shattering the wood to a great extent, and damaging the gun on the outside.

11. A shot came through the bows of port quarter-boats, and went through the hammock netting on starboard side, carrying away the rail and bulwarks.

12. A shot on the starboard quarter, came through, and crossed through the deck, diagonally, and went through the rail on port side, tearing away the bulwarks considerably, demolishing the starboard water-closet, and doing other injury.

13. A shot on port quarter, cutting through the plankshear of the poop, cutting off sixteen planks of the deck, and passed underneath, and out of the starboard, through the port shutter.

14. A shot struck the kedge anchor, hanging to the port main brace bumpin, and broke it off just below the stock, scarifying the side. The mizzen-topsail sheet bitt on the starboard side was struck by a piece of shell, and the brass cover broken.

15. Outside. We were struck by an iron-clad ram, just forward of the main-

mast, crushing in three planks, and driving in the links of the chain (which we had hung over the side for the protection of our engine) into the side. The extent of this injury we could not ascertain, but think it is serious.

16. A shot under the transom starboard side cut off three planks, and started a fourth out about four or five feet, and the shot remained there. This is a very serious injury, as much so as any we have received.

All these shots were received in the attack upon the lower forts. In the engagements with the batteries below the city we received the following injuries:

1. A shot on the starboard bow, came through, and lodged in a quantity of rigging stowed in the sick bay. The extent of injuries we could not ascertain.

2. A shot struck the starboard cathead, shattering it, and injuring the rail forward of it.

Our fore-topsail yard is badly injured.

We are, very respectfully, your obedient servant,

GEO. DEWHURST,
Acting Master, United States Navy.
THOS. PICKERING,
Acting Master.
W. D. FOY, *Carpenter.*

Captain THOMAS T. CRAVEN,
Commanding United States Steam-Sloop Brooklyn,
off New Orleans, Louisiana.

Approved:

THOS. T. CRAVEN, *Captain.*

UNITED STATES STEAM-SLOOP BROOKLYN,
Off New Orleans, April 26, 1862.

SIR: The following is a report of the losses in the boatswain's department in the actions of April 24 and 25:

Both mainstays shot away.
One shroud, main rigging, shot away.
One shroud, fore rigging, shot away.
Bowsprit shrouds shot away.
Jib and flying jib-stays shot away.
Catfall and shank pointer on starboard side shot away.
Starboard fore-topsail sheet shot away.
Three coils of cordage destroyed in storeroom. A shot is now lodged in the rigging, barricaded in the "sick bay." No doubt a great deal of the gear is cut, but how much cannot be ascertained until it is broken out.
Main brace shot away.
Kedge anchor on each quarter shot away, with sixty fathom five-inch hemp hawser shot away.
Main brace block shot away.
Three laniards, mizzen rigging, shot away.
One shroud, mizzen rigging, shot away.

I am, very respectfully, your obedient servant,

JOHN A. SELMER,
Acting Boatswain, United States Navy.

Captain THOMAS T. CRAVEN,
Commanding United States Steam-Sloop Brooklyn.

Approved:

THOS. T. CRAVEN, *Captain.*

Report of Commander S. Phillips Lee, commanding United States steam-sloop Oneida.

UNITED STATES STEAM-SLOOP ONEIDA,
New Orleans, April 26, 1862.

I report the part borne by the *Oneida* during the actions on the morning of the 24th, between 3 and 6 a. m., with Fort Jackson and Fort St. Philip and the rebel gunboats, and in the battle of New Orleans, at noon on the 25th.

ACTION WITH FORTS JACKSON AND ST. PHILIP.

The *Oneida* was, under your order, the fourth in line ahead in the leading division, which was instructed by you to pass on the Fort St. Philip side and not to fire the port battery. Hence the port 32s were shifted to, and our pivot guns trained on the starboard side.

The enemy's fire was very heavy, and began from both forts as soon as we got within long range of their guns, which was on opening the point a mile and a half below Fort Jackson.

I found it necessary, until past the forts, to pilot and to direct all operations from the forecastle after nearing the opening in the barrier, where the Mississippi (our next ahead) seemed at a stand as if aground, on the Fort St. Philip side, when she commenced firing her port battery.

This obstruction to our passage was removed, as, caught by the current on the starboard bow, the Mississippi shot over to and rather down on the Fort Jackson side. Then the Varuna (our next astern) appeared on our port side and showed black smoke. The Oneida was steered in for the Fort St. Philip side, passed up quickly in the strong eddy, and close under the guns of that fort, (so that the sparks from its immense battery seemed to reach us,) fired rapidly bolts from two rifled guns, (we had no shell for them,) grape and canister from the forward 32s, and shrapnell from the two 11-inch pivot guns, whilst passing this long line of works. (It was, perhaps, the burning of the sulphur in our 11-inch shrapnell which occasioned the officers in Fort St. Philip to inquire, after the surrender, if our shells were not filled with Greek fire.)

The terrific fire from the heavy batteries of Fort St. Philip passed over us' their guns seeming to be too much elevated for our close position.

ACTION WITH THE GUNBOATS.

When just above the forts we encountered the gunboats and transports of the enemy. The former, it seems from the subsequent reports of our prisoners, were tied to trees along the steep bank above Fort St. Philip; thence passing over to the Fort Jackson side, these gunboats came down to meet us. It was very thick from darkness and smoke. We had now got on the Fort Jackson side. A flash revealed the ram Manassas, gliding down our port side below our guns, and passing too close and swiftly, aided by steam and the current, to enable us to bring our heavy guns to bear on her. Next came a gunboat quite near, and passing from the Fort Jackson to Fort St. Philip side, across our bow. Ran into it with a full head of steam, and cut it down with a loud crash on its starboard quarter. Clear of our guns in a moment, it drifted down stream in the darkness. We now slowed down, and afterwards used the steam as necessary to get or keep position in fighting the gunboats, firing right and left into them as we could ascertain (from other indications than black smoke, on account of the Varuna) that we were not firing into one of our steamers; forebore to fire into those steamers that appeared to be river transports, and ceased firing into others when they made no return.

In this manner we fired into and passed several rebel boats on the right bank, leaving it for those who came after to pick up the prizes. A black gunboat with two masts—a converted sea steamer—ran ahead after a brief contest. At or near daybreak we found the Cayuga on our port side. After consultation with Captain Bailey, we concluded to wait for the fleet to come up and form in order. Captain Bailey afterwards hailed that the Varuna might be ahead. Looked for her but could not make her out, and received reports from the first lieutenant and the officer on the forecastle that she was not in sight. When we had steamed a mile or more ahead of the Cayuga, saw her general signal No. 80, but as there was nothing in sight of us needing assistance, supposed the signal to refer to some vessel astern of Cayuga. Moving ahead, reconnoitring, came up with what in the gray of the morning appeared to be a fort, but what, on nearer approach, proved to be a rebel camp on the right bank, with a large rebel flag flying over it. Fired into it, but no reply was made, no one was seen moving, and the camp seemed deserted. Passed on, leaving the trophy flag flying, and soon received a report that the Varuna was ahead, and that the enemy was trying to board her. Went ahead with all speed to her assistance. Approaching rapidly, saw the Varuna ashore on the left bank of the river, where she had been driven by two rebel gunboats. At 5.30 a. m. fired on one of them, the black gunboat, our previous acquaintance, with the forecastle rifle gun. He had hoisted his jib (his wheel-ropes being gone) and was trying to escape up river, but both rebel gunboats, finding they could not get away, ran on shore—the black one, which proved to be the Governor Moore, Commander Kennon, on the left bank, above the Varuna, and the ———, (name yet unknown,) on the right bank, opposite the Varuna, with her head up stream. After we had driven them ashore their crews deserted, but not before setting fire to their vessels.

With our boats, captured Commander Kennon, (formerly of our navy,) one first lieutenant of artillery, one chief engineer, and fourteen of the crew of the Governor Moore; also, a rebel signal-book and some official papers, showing that the rebel gunboats were ordered to ram our vessels and to distinguish themselves by showing lights, which they must soon have found prudent to haul down. Seeing that the Varuna was sinking, sent our boats and went to her assistance. Brought on board Oneida the first lieutenant, two acting masters, two mates, and forty petty officers and seamen of the Varuna, and sent ten others, seven of whom were wounded, to the Pensacola.

The Varuna had been rammed and badly stove by both of these rebel gunboats, which had kept with or after her up river, and she was filling, with her magazine flooded, when the Oneida drove off her assailants, prevented her officers and crew from being captured, and was received by them with loud and hearty cheers.

The Cayuga, (Captain Bailey's flag,) also cheered the Oneida heartily for opportunely coming to his support that morning.

BATTLE OF NEW ORLEANS.

In the action of the 25th, the Oneida, being next to the Pensacola, shared in the actual engagement with Fort Chalmette, on the famous old battle-ground. The entire action lasted but 10 minutes.

The enclosed report of the surgeon shows the extent of our loss to be but three persons slightly wounded in these three actions.

Fort Jackson sent a heavy shell through our port side and coal bunker, (which was full of coal,) the shell falling, and fortunately, without exploding, on our berth-deck.

The gunboats gave us one glancing shot on the starboard bow and a quantity of grape, mostly on the starboard side.

The officers and men of my command displayed courage, coolness, and skill

I have the honor to be, sir, very respectfully, yours,

S. PHILLIPS LEE,
Commanding.

Flag-Officer D. G. FARRAGUT, U. S. N.,
Commanding Western Blockading Squadron.

Report of Commander Samuel Swartwout, United States sloop-of-war Portsmouth.

UNITED STATES SLOOP-OF-WAR PORTSMOUTH,
Off Pilot Town, Mississippi River, April 28, 1862.

SIR: In compliance with your orders, I got under way at 3.30 a. m. on the 24th instant, and proceeded toward Fort Jackson, in tow of the steamer Jackson, for the purpose of enfilading that fort, to draw their fire from your squadron whilst passing by. Upon arriving at the position designated by you in your directions to Lieutenant Johnson, I ordered the ship to be anchored, and had a spring run out, to breast her broadside to. I had scarcely accomplished this when a very brisk and galling fire, with shell and solid shot, was opened upon the ship from a masked water battery only a few hundred yards distant, and so completely concealed from our view that we could only judge of its location by the flashes from the rebel guns. We returned their fire with as much precision as we could under the circumstances, but with what effect I have been unable to ascertain. After firing one round from my port battery and four rounds from my Parrott gun, the spring was shot away, and the ship swung around, so that I was unable to bring any of my guns to bear upon Fort Jackson or the water battery. By this time the rebels had got their range, and were dropping their shell and shot with great rapidity all around and close to the ship, many of them cutting away the rigging just above our heads. A 68-pounder solid shot was thrown on board, falling upon the spar-deck, just under the top-gallant forecastle, tearing away the plank about ten feet, splitting one of the beams, and in its passage striking John Hancock, seaman, in the left leg, shattering it so much as to render amputation necessary. He has since died of his wound. Finding that the ship was a target for the enemy's batteries, without being able to bring my guns to bear, and, as the squadron had passed the forts, the object of my visit was accomplished, I reluctantly gave the order to slip the cable, and was soon drifted out of range of the rebel guns by the wind and tide. I cannot speak in too high praise of the bravery, coolness, and subordination of the officers and crew upon this trying occasion.

Commander Porter called to see me on the afternoon of the 24th instant, and, upon consultation, we decided that the most judicious course would be for all the vessels, with the exception of a few of his most powerful steamers, to drop down to this anchorage, under my protection, so that in case any of the rams and fire-rafts should escape his steamers this ship could arrest their progress here.

Having received the glorious tidings to-day that Forts Jackson and Philip have surrendered to Commander Porter, I have concluded to proceed up the river again, in order to recover, if possible, the cable and anchor which I slipped on the 24th instant, and also to render all the assistance in my power. I have just received intelligence from Ship island that Lieutenant Commanding Abner Read, of the steamer New London, is in a critical situation, as there are five

rebel steamers preparing to attack him. I will therefore order one of our gunboats to proceed with all despatch to his assistance.

Very respectfully, your obedient servant,

S. SWARTWOUT, *Commander.*

Flag-Officer D. G. FARRAGUT,
Commanding United States Naval Forces, Western Gulf of Mexico.

UNITED STATES STEAMER MISSISSIPPI,
Mississippi River, April 26, 1862.

SIR: I have to report that the injuries sustained by this ship in the engagements of the 24th and 25th instant with Forts Jackson and St. Philip, the rebel gunboats, the ram Manassas, and the batteries below the city of New Orleans, are not of a very serious nature.

Ten shots were received, eight of which passed entirely through the ship. The ram Manassas likewise inflicted an extensive wound on the port quarters, below the water line. All these injuries can be temporarily remedied, with the exception of the latter, and the severe damage done to the outer shaft-bearing and mizzen mast. I regret exceedingly that my disabled machinery, and a burning steamer that was drifting down upon us, did not allow me to take the Manassas in tow after her surrender, thereby preserving her in intact for our own use, as the engines were still in operation when my boats, with an engineer and crew, boarded her. At this time it became necessary to recall my boats, when I directed her to be set on fire, and then so riddled her with shot that she was dislodged from the bank and drifted below the forts, when she blew up, and sank.

I respectfully refer you to the accompanying report of Surgeon R. F. Maccoun for the casualties that occurred among the crew, and to the enclosed statements of the carpenter and gunner of the damages to the vessels and the expenditure of ammunition.

I have much pleasure in mentioning the efficient service rendered by Executive Officer Geo. Dewey, who kept the vessel in her station during the engagement, a task exceedingly difficult from the darkness and thick smoke that enveloped us from the fire of our vessel and the burning gunboats..

I would also refer, in terms of praise, to the conduct of all the officers and men under my command. As I consider that all the vessels under fire did their utmost to subdue the enemy and destroy his defences, I deem it unnecessary to enter into any further detail of the exploits performed by the Mississippi, as we all must share alike in the honor of your victory.

Very respectfully, your obedient servant,

MELANCTON SMITH,
Commander United States Navy.

Flag-Officer D. G. FARRAGUT,
Commanding Western Division, Gulf Blockading Squadron.

UNITED STATES STEAMER MISSISSIPPI,
Mississippi River, April 26, 1862.

SIR: In obedience to your order, I have to report the following injuries received by this ship in the engagements with Forts Jackson and St. Philip, gunboats, rams, &c., on the 24th and 25th instant, viz:

A shot on starboard side, through quarter ports, carrying away after frame

and a portion of berthing up, going through the ship and carrying away mizzen channels on port side; a shot on starboard quarter, alongside the after air-port, passing through the ship, between two after air-ports on port side; a shot through starboard hammock nettings; starboard guard injured by a shot in forward part; a shot under guard beam, carrying away a large portion of same; a shot through upper part of starboard wheel-house, carrying away the A brace; a shot under centre of fore-channels, one foot above the copper on port side, and landing on the engine room floor; a shot in hammock nettings, in wake of mainmast; two shots through first cutter, on port side, in wake of mainmast; a shot through mizzen mast, twelve feet above the deck. Injuries received by the ram on port quarter, cutting four streaks of plank seven feet long, and, in some places, four inches deep, and the heads of fifty copper bolts.

On the 26th, by collision, lost jib-boom and whiskers.

I am, sir, very respectfully, your obedient servant,

JOHN GREEN, *Carpenter.*

Commander MELANCTON SMITH,
Commanding Mississippi.

Report of Commander Charles S. Boggs, United States steamer Varuna.

UNITED STATES STEAM GUNBOAT CAYUGA,
At sea, May 8, 1862.

SIR: I have the honor to enclose herewith a duplicate of the report of Commander Boggs, late of the Varuna, and attached to my division of the attacking force. This gallant officer came up to my support when I had more of the enemy's steamers attacking me than I could well attend to. I afterwards saw him in conflict with three of the enemy's steamers, and directed Commander Lee, of the Oneida, to go to his support, which he did in the most dashing manner.

Commander Boggs's description of the loss of his vessel I believe to be accurate. I saw him bravely fighting, his guns level with the water, as his vessel gradually sank underneath, leaving her bow resting on the shore and above water.

I have the honor to be your obedient servant,

T. BAILEY, *Captain.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

UNITED STATES GUNBOAT CAYUGA,
May 5, 1862.

SIR: I have the honor to enclose a copy (with slight verbal alteration) of the very hasty report drawn up at the last moment and sent to the flag-officer. My absence on special duty immediately after the action, and the necessity of forwarding it immediately, before the sailing of this vessel, must be my excuse for not forwarding it through you, my immediate commander, who so gallantly led the van of the division to which the Varuna was attached.

Very respectfully,

CHARLES S. BOGGS,
Commander United States Navy.

Captain T. BAILEY,
Commanding First Division of Gunboats.

UNITED STATES STEAMER BROOKLYN,
Off New Orleans, April 29, 1862.

SIR: I have the honor to report that, after passing the batteries with the steamer Varuna, under my command, on the morning of the 24th, finding my vessel amid a nest of rebel steamers, I started ahead, delivering her fire, both starboard and port, at every one that she passed. The first on her starboard beam that received her fire appeared to be crowded with troops. Her boiler was exploded, and she drifted to the shore. In like manner three other vessels, one of them a gunboat, were driven ashore in flames, and afterwards blew up.

At 6 a. m. the Varuna was attacked by the Morgan, iron-clad about the bow, commanded by Beverly Kennon, an ex-naval officer. This vessel raked us along the port gangway, killing four and wounding nine of the crew, butting the Varuna on the quarter and again on the starboard side. I managed to get three eight-inch shells into her abaft her armor, as also several shots from the after rifled gun, when she dropped out of action partially disabled.

While still engaged with her, another rebel steamer, iron-clad, with a prow under water, struck us in the port gangway, doing considerable damage. Our shot glanced from her bow. She backed off for another blow, and struck again in the same place, crushing in the side; but by going ahead fast, the concussion drew her bow around, and I was able, with the port guns, to give her, while close alongside, five eight-inch shells abaft her armor. This settled her, and drove her ashore in flames. Finding the Varuna sinking, I ran her into the bank, let go the anchor, and tied up to the trees.

During all this time the guns were actively at work crippling the Morgan, which was making feeble efforts to get up steam. The fire was kept up until the water was over the gun-trucks, when I turned my attention to getting the wounded and crew out of the vessel. The Oneida, Captain Lee, seeing the condition of the Varuna, had rushed to her assistance, but I waived her on, and the Morgan surrendered to her, the vessel in flames. I have since learned that over fifty of her crew were killed and wounded, and she was set on fire by her commander, who burned his wounded with his vessel.

I cannot award too much praise to the officers and crew of the Varuna for the noble manner in which they supported me and their coolness under such exciting circumstances, particularly when extinguishing fire, having been set on fire twice during the action by shells.

In fifteen minutes from the time the Varuna was struck she was on the bottom, with only her top-gallant forecastle out of water. The officers and crew lost everything they possessed, no one thinking of leaving his station until driven thence by the water. I trust the attention of the department will be called to their loss, and compensation made to those who have lost their all.

The crew were taken off by the different vessels of the fleet as fast as they arrived, and are now distributed through the squadron. The wounded have been sent to the Pensacola.

I would particularly commend to the notice of the department Oscar Peck, second class boy, and powder boy of the after rifle, whose coolness and intrepidity attracted the attention of all hands. A fit reward for such services would be an appointment at the naval school.

The marines, although new recruits, more than maintained the reputation of that corps. Their galling fire cleared the Morgan's rifled gun, and prevented a repetition of her murderous fire. Four of the marines were wounded, one I fear mortally.

So soon as the crew were saved I reported to you in person, and within an

hour left in the only remaining boat belonging to the Varuna, with your despatches for General Butler, returning with him yesterday afternoon.

Very respectfully,

CHARLES S. BOGGS,
Commander United States Navy.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of Lieutenant C. H. Swasey, executive officer of United States steamer Varuna.

UNITED STATES STEAMER BROOKLYN,
Off New Orleans, April 29, 1862.

SIR: In accordance with your request, I beg leave to submit the following report:

On the night of the 24th, after all hands had been called to quarters, I visited the different divisions to see that all the men were at their stations and ready for action. From the time of lifting our anchor until we arrived at the forts the men were quiet and orderly at their stations. When abreast of the forts we fired the starboard battery, in broadside, then loaded with five-second shell. After the first discharge we loaded and fired with grape and cannister, as rapidly as possible, according to orders received from you.

On arriving above the forts, and clear of their fire, we found ourselves among a number of the enemy's gunboats, which commenced at once to open fire on us. The order was then given to "work both sides," and to load with grape. Our guns were trained for extreme lateral train forward, and as we brought them to bear successively on the enemy's vessels, ranged in succession on either side of the river, we fired, the guns having been first pointed with the greatest care. As far as my own observation showed me, in no case did we miss the object aimed at, and the effect of our firing seemed to keep the enemy aloof. During all this time the forward and after pivots were doing all in their power to injure the enemy. Finding that we were getting too far from the enemy for the use of grape, we loaded with five-second shell and fired. One of these shells struck a steamer, and, bursting, carried away his port wheel-house and exploded his boiler. Three other steamers were set on fire and driven ashore by our shells.

We had passed nearly through the fleet of the enemy's gunboats when we discovered one of them, then engaging the Oneida, heading for us, apparently with the intention of running us down. Owing to the small amount of steam we then had (17 pounds) he soon began to come up with us, and finally struck us twice—once abreast the mainmast and again abreast the smoke-stack. He did not escape the second time without receiving the contents of the starboard broadside, which, as the captain afterwards told me, swept his decks of nearly every living object. Before striking us he fired his forward gun—a rifled 32-pounder—which raked our decks, killing three men and wounding several. Up to this time we had passed the forts and gunboats without having a single man injured, although the ship had been struck several times. The steamer that first struck us, I have since learned, was the Governor Moore, iron-clad on the bow, and commanded by Beverly Kennon, formerly a lieutenant in the United States service.

Hardly had we recovered from the shock of these two blows before we were struck on the port quarter by a vessel, the Stonewall Jackson, constructed for this purpose. We received so much injury from this blow, and we made so

much water, that it was impossible to keep the vessel afloat, and she was run ashore, and every effort made to save the wounded and crew, which I am happy to say was accomplished, with the friendly aid of the boats of the vessels then up with us.

Here let me pause for a moment, while we reflect upon the unadaptedness of a merchant-built vessel for war purposes, particularly such as the Varuna was called to take part in. Had we been built with that strength which all the other vessels possessed, and the need of which becomes more apparent to the mind of the naval officer each day, we would yet be afloat, off the city of New Orleans. Such vessels may, perhaps, do for the ordinary duties of a blockade, and I think it is yet a question whether they will or not; but certainly they are not fit to trust lives and property on, to engage works of the strongest magnitude.

The Governor Moore was subsequently run ashore and burnt by her commander, now a prisoner. There is no doubt that the effect of our shot and that of the Oneida forced him to this extremity. Nor did the other vessel get off without feeling the effect of our battery, as we fired into her twice. Of the extent of her injuries, I have not been able to learn; at any rate she ran ashore, and was burnt. Our ship kept up a continual fire on these two vessels until the water drove the men from their guns.

I desire to call your attention to a few of the officers and men whose conduct fell under my own personal observation. Acting Assistant Masters Childs and Leonard fought their guns with coolness and precision, and were never absent when required. I recommend them to your consideration, as well as Master's Mates Bevens and Foster, who fought with great bravery, being an example of coolness and determination to the men. Messrs. Blauvelt and Fitch deserve the greatest praise for the handsome manner in which they served their divisions. Mr. Henry, and in fact the whole engineer's department, should come in also for a full share of praise, as there was no possible delay, but each vied with the other to do his best. I would particularly recommend that Mr. Fortune be appointed in the regular service, for the prompt manner in which he delivered powder during the action. On the part of the men, I would call your attention to Bourne, McKnight, Martin, and Greene, captains of guns, who did their duty through the thickest of the fight with great coolness and danger to the enemy. Nor would I forget the two brave men, McGowan and Bradley, who stood at the wheel the whole of the time, although guns were raking the decks from behind them. Their position was one of the most responsible on the ship, and they did their duty to the utmost. George Hollat and *Oscar E Peck* I desire also to mention, as deserving great praise. If any names have been omitted that should have been mentioned, it is not because they do not deserve such mention, but because their conduct did not fall under my immediate attention.

In conclusion, sir, permit me to congratulate you upon surviving this battle, than which, in my opinion, there is none more glorious in history, and on the handsome manner in which you handled your ship while passing the forts and while chased by the enemy. Your example, too, did much to help and encourage the crew during the action. Although you have lost your ship by an unavoidable accident, you have the consciousness of having done your duty to your country as far as lay in your power, and I hope she will reward you for it. Permit me to thank you for the many kindnesses received at your hands while under your command, and I desire to express the regrets of the crew at losing a commander under whom they enjoyed many pleasant hours.

Very respectfully, your obedient servant,

C. H. SWASEY,
Lieutenant and Executive Officer.

Captain CHARLES S. BOGGS,
Commanding United States Steamer Varuna.

Report of Commander John De Camp, United States steamer Iroquois.

UNITED STATES STEAMER IROQUOIS,
Off New Orleans, May 3, 1862.

SIR: I beg to submit the following report respecting our engagement with Forts Jackson and St. Philip and a fleet of rebel steamers and rams in this river, April 24th and 25th.

The Iroquois, being on picket duty during the night of the 24th, and being about one mile in advance of the squadron, we observed the signal for action made on board the flag-ship at about 3 a. m. Soon after, the ship of the first division having pssed ahead, we fell into our place, astern of the Sciota, and stood towards the forts. At 4 a. m. we were hotly engaged with the forts, and shortly after a ram and the rebel gunboat McCrea came upon our quarter and astern of us and poured into the Iroquois a most destructive fire of grapeshot and langrage, part of which was copper slugs; a great many of them were found on our decks after the action. We succeeded in getting one 11-inch shell into the McCrea, and one stand of canister, which drove her from us. We suffered severely from the raking cross-fire of Fort St. Philip, but Fort Jackson inflicted no injury, although we passed within fifty yards of its guns.

Passing the forts, we were beset by five or six rebel steamers. We gave each a broadside of shell as we passed, and the most of them were entirely destroyed. Four miles above the forts we captured the enemy's gunboat No. 3, armed with one 24-pound brass howitzer, and well supplied with small arms, fixed ammunition, sails, &c. At this point we also captured about forty soldiers, including Lieutenant Henderson, of the rebel army. These men were paroled and landed at New Orleans. Some of them were so badly wounded that I sent them to the hospital without parole; they will not trouble us again very soon, I think. Anchoring, by order, at 9 p. m., we were again under way at daylight on the 25th, and, in company with the squadron, stood up the river. At Chalmette we encountered two rebel batteries, but their attempt to annoy us scarcely deserves the name of a battle. Some people on shore fired a few musket shots at us, but our marines soon dispersed them, and thus ended the battle of New Orleans.

The greatest praise I can bestow upon the officers of the Iroquois is to say that they all did their duty, and each one of them always expressed his determination to conquer. The crew and marines behaved with spirit and gallantry, which we may always expect in well-drilled Americans.

Our loss in killed and wounded, I am sorry to say, is large. One master's mate and five seamen and two marines are killed, and twenty-four wounded. Mr. George W. Cole, master's mate, was killed by a cannon shot, and he died bravely, shouting to the men not to mind him, but go on with their guns.

The Iroquois is badly injured in her hull, but her masts and spars are sound, except the bowsprit and jibboom. These are hit with large shot; all our boats are smashed, and the most of them are not worth repairs.

I am, most respectfully, your obedient servant,

JOHN DE CAMP,
Commander United States Navy.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron, New Orleans, La.

Report of Commander James Alden, United States steamer Richmond.

UNITED STATES STEAMER RICHMOND,
Off New Orleans, April 27, 1862.

SIR: In accordance with your instructions, I herewith enclose copies of the boatswain's and carpenter's reports of the damage done to this vessel by the enemy's shot during the engagement of Forts Jackson and St. Philip on the morning of the 24th instant. The list of casualties I have already forwarded to you; it is very small, there being but two killed and four wounded. Much injury to the men, I am sure, was saved by a carefully-prepared "splinter netting." At one point between the guns the netting was forced out to its utmost tension; indeed, large pieces of plank were thus prevented from sweeping the deck, and perhaps destroying the men at the guns. I would therefore recommend that, in our future operations, these simple "pain-savers" or "life-preservers" be adopted in the other ships of the fleet.

I must beg leave to call your attention to another simple and very effective expedient which was resorted to on board this vessel to obtain *light*—an element so essential in a night attack on board ship. The *deck* and *gun-carriages* were *whitewashed* fore and aft, and it was truly wonderful to note the difference; where before all was darkness, now side-tackle, falls, handspikes, ammunition, and, indeed, everything of the kind about the decks, was plainly visible by the contrast. This idea being so novel, and, at the same time, effective, I trust it will receive, through you, the notice it deserves, so that when others are driven to the *dire necessity of a night attack* they may have all the advantages the discovery insures.

We had much difficulty in groping our way through that "fiery channel," our ship being so slow, and the enemy was met in the "worst form for our profession," but the hand of a kind Providence gave us the victory. No men could behave better throughout that terrible ordeal than the crew of this vessel did. My thanks for support are due to them and the officers generally. I am especially indebted to Mr. Terry, our second lieutenant, for his ready and intelligent aid in the management of the ship during the action; but to Mr. Cummings, our first lieutenant, are mainly due, as far as this ship is concerned, the handsome results of that morning. By his cool and intrepid conduct the batteries were made to do their whole duty, and not a gun was pointed nor a shot sent without its mark. My thanks are due to Mr. Bogart, my clerk, who took the place of Mr. John B. Bradley, master's mate, who was shot down at my side while gallantly performing his duty as my aid.

I am, sir, respectfully, &c.,

JAMES ALDEN, *Commander.*

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

UNITED STATES STEAMER RICHMOND,
Off New Orleans, April 27.

SIR: I have the honor to report the following injuries to our rigging in the action of the 24th instant: Two shrouds, port main rigging, cut through by shot; one shroud, starboard rigging, cut through by shot; one shroud, port fore rigging, cut through by shot; one main-topmast backstay cut through by shot; one mainstay, (slightly,) stranded by shot; one connecting link of screw, main-topmast backstay, shot away; one catfall and block shattered by a shot; one

ring-stopper, (chain,) shot away; one fore pendant tackle, upper block, shot away; one main trysail halliards shot away.

Respectfully, &c., &c.,

ISAAC T. CHOATE, *Boatswain.*

Lieutenant A. B. CUMMINGS,
Executive Officer, Steamer Richmond.

UNITED STATES STEAMER RICHMOND,
New Orleans, April 27.

SIR: I beg leave to state the damage sustained by this vessel in the action of the 24th instant: One shot carrying away billet head with six feet of head rail on starboard side; one shot shattering stern badly from water-line four feet up, cutting three planks entirely off, and starting five planks on port side; one shot on starboard bow one foot above water-line, tearing off three feet of planking, breaking timber and ceiling, and lodging in ship's side; one shot under No. 1 gunport, passing through between decks, tearing off four feet of ceiling, and shattering carline in upper deck; one shot passing through between decks under No. 4 gunport, splintering stanchion and shattering pump case; one shot shattering main rail over No. 1 gunport; one shot at main-chains, breaking main rail entirely off, shattering hammock rail and netting, and striking mainmast; one shot cutting main rail entirely off over No. 9 gunport; one shot on starboard side under No. 8 gunport against chain cable, bursting two links, and lodging in ship's sides; one shot forward side of gunport No. 10, shattering stanchion and ceiling; one shot two feet above water-line, under starboard quarter, passing through timber and exploding, tearing off cealing, tearing up water-closet and berth-deck, and starting off eight planks from timbers at water-line; fragments of shell passing through bulwarks on starboard quarter, and breaking sash and blinds in cabin door; one shot in port quarter, striking and shattering timber of propeller-well; one shot in fore yard, cutting it half off in starboard quarter; four shots not doing any material damage. Since writing the above I find the smaller chain was broken by a fragment of a shell. The shot that burst the large chain was a 32-pound shot, which was broken by the concussion. There are also several musket balls found in the boat and ship's side.

Respectfully, &c.,

H. L. DIXON, *Carpenter.*

Lieutenant CUMMINGS,
Executive Officer, Steamer Richmond.

Report of Lieutenant Commanding Edward T. Nichols, United States gunboat Winona.

UNITED STATES GUNBOAT WINONA,
New Orleans, April 30, 1862.

SIR: I beg leave respectfully to present the following report of the operations of this vessel in the engagement with Forts Jackson and St. Philip on the morning of the 24th instant:

After getting under way, I took my station as soon as possible in the line, astern of the Itasca, and followed her red light, but suddenly found myself involved in a mass of logs and drift stuff, held by the chain and moorings of the hulks. Whilst trying to back clear the Itasca backed and fouled me on the starboard bow. After a delay of from twenty minutes to half an hour, I

proceeded on my way, though I felt pretty sure that the bulk of the fleet had passed. Day was breaking fast, and my vessel was brought out in bold relief against the bright sky, presenting a fair mark for the gunners of the fort. Fort Jackson fired at me as I approached, and the first gun killed one man and wounded another; the third or fourth gun killed or wounded every man at the rifle gun, except one. Judging that the burning raft was on the Fort Jackson side, I steered to pass it on the port hand, and did not discover my error until the whole lower battery of Fort St. Philip opened on me at less than point blank range. Steering off with starboard helm, I shot across to the Fort Jackson side, but, owing to the obscurity caused by the smoke, got so close to the shore that I had no room to turn head up stream, and was forced to head down. At this time both forts were firing nearly their entire batteries at me. It would have been madness to attempt turning again in such a fire; three of my men were killed, four severely wounded, and one slightly so, the vessel hulled several times, and the deck wet fore and aft from the spray of falling shot.

It was with reluctance that I gave the order to head down stream and run out of the fire, first ordering the officers and crew to lie down on deck. I cannot, sir, speak too highly of the conduct of all on board. My orders were obeyed with alacrity, and (considering the suddenness of the fire opened on us from Fort St. Philip, and the naturally depressing effect produced by the fatality of the first few shots,) with but little confusion. Mr. Walker, the first lieutenant, was very active and vigilant, and gave his personal attention in every part of the vessel—he was slightly wounded in the ear. Permit me, sir, to call your attention to the conduct of Acting Master's Mate William F. Hunt, in charge of the rifle gun—it was admirable. He assisted in working his gun, as his crew was weakened, and remained at it after none were left, until ordered from the forecastle by me. Four of my wounded men are in the hospital at Pilot Town; the dead I buried on the left bank of the river, a short distance below our late anchorage.

Since the 24th I have been acting under the orders of Commander Porter, and on the 28th I had the satisfaction of receiving the surrender of Fort St. Philip and hoisting in its proper place once more the flag of our country. I was unfortunate, sir, in not passing the forts, but, I trust, not censurable.

I am, sir, very respectfully, &c.,

EDWARD T. NICHOLS,
Lieutenant Commanding.

Flag-Officer D. G. FARRAGUT,
Commanding Western Blockading Squadron, New Orleans.

Report of Lieutenant Commanding George H. Preble, United States gunboat Katahdin.

UNITED STATES GUNBOAT KATAHDIN,
At anchor off New Orleans, April 30, 1862.

SIR: It gives me pleasure to report that, in the passage of the forts on the morning of the 24th, and the engagement with the defences of New Orleans on the 25th, as well as on previous occasions when on advanced guard duty, and exposed to the deliberate fire from the rifled cannon of the enemy, the officers and crew of this vessel have shown a bravery and cool determination worthy of all praise. While exposed to the iron hail rained over us from both forts, and the simultaneous fire of the enemy's gunboats on the 24th, not a man flinched from his gun or hesitated in the cool performance of his duty. Where all performed so well it is, perhaps, invidious to particularize. I may mention,

however, as coming under my immediate notice, the deliberate way in which the first lieutenant, Mr. Green, gave his general superintendence to the serving and supplying the guns, and the other duties assigned him, and the cool, collected manner in which Acting Master W. H. Polleys conned the ship between the forts and throughout, giving his orders to the helm as promptly, decidedly, and coolly as when piloting the vessel to a usual anchorage. Acting Master George Harris, in charge of the pivot gun, and Acting Master's Mate J. H. Hartshorn, in charge of the Parrott rifle gun, did their best to annoy the enemy.

At the most critical moment of the passage, and when exposed to the fire of both forts, the fire of our pivot gun was embarrassed and delayed by the shells jamming in the gun, their sabots being too large to fit the bore. As many as five shells were passed up before one could be found to fit the gun. Two became so jammed that the shells were torn from the sabots before they could be extracted, and the sabot of one had to be blown out and the gun reloaded. Mr. Harris, the master in charge of the pivot gun, attributes this serious fault, first, to the swelling of the light wood of the too nicely-fitted sabot in the damp climate of this Gulf; and, second, to the shells being packed in bags instead of boxes, which allows of the sabots getting bruised even with the most careful handling.

The station assigned this vessel, close under the stern of the Varuna, I maintained until the dense canopy of smoke from the cannonade, aided by the night, hid everything from our view. I ordered full speed, however, to maintain my station; and seeing, by the flash from her broadside, that we were passing the Mississippi, I gave orders to cease firing for a time until we had passed her, when I became engaged with the enemy's gunboats. Above the forts we passed along the broadside and within fifty yards of the iron-plated battery Louisiana, lying at anchor. To our surprise she did not fire at us, though she could have blown us out of water. After passing her, I directed to keep the vessel off, and give her a shot from the 11-inch pivot and Parrott, which was done, and, as I have since learned from one on board of her, with good effect, tearing a hole the size of the shell through and through the iron plating of her bow.

Until beyond the fire of the forts, Acting Assistant Paymaster Ladd attended in the wardroom to give his assistance to the surgeon, but later volunteered his services in boats, and brought off to the ship refugees from the burning gunboats and the shore; he assisted, also, in disarming that portion of the Chalmette regiment which surrendered, and was encamped opposite the quarantine.

I am happy to have no casualties to report, and that the surgeon, though ready, had no opportunity to testify his skill on board. Several of the men had their clothing torn by shot or fragments of shell, but not a man was even scratched. At the request of Captain Bailey, Dr. Robinson went on board the Cayuga after the action, where he rendered efficient service to her wounded. The vessel, also, escaped without serious injury. One shell passed through the smoke stack and steam-escape pipe and burst, making a dozen small holes from the inside outward, and another has cut about four to six inches into the foremast, while the same or another cut the foresail and some of the running rigging about the foremast, which is all the damage sustained. I attribute our escaping with so little injury to our being near the head of the line, to the rapid manner in which we passed the forts, and to our passing so close under the forts that all their shot went over our heads. I believe, also, that for a time the fire of Fort St. Philip was silenced. The two shots we received, however, were from that fort.

On the arrival of the fleet at New Orleans, seeing the schooner John Gilpin lying at the levee on the Algiers side, loaded with cotton, and surrounded by burning vessels and sunken docks, and fearing she might be fired, I boarded her and hoisted the American flag at her masthead, and brought her captain, Archibald Forsaith, (whom you afterwards released on parole,) on board as a hostage for her safety and future delivery, not deeming it prudent or safe to put a small prize crew in possession. Captain Forsaith claimed that his vessel was

British property, and that his papers were in the English consulate, but acknowledged that she was intended to run the blockade. In passing down the river since, I have noticed that a portion, if not all, of her deck load of cotton, and perhaps her remaining cargo, has been removed. Captain F. stated to me that she had 265 bales of cotton on board.

In conclusion, flag-officer, allow me to congratulate you upon the success which has attended this "running of the forts," beyond a doubt the most brilliant and daring achievement of the war.

Very respectfully, your obedient servant,

GEO. HENRY PREBLE,
Lieutenant Commanding.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of Lieutenant Commanding C. H. B. Caldwell, United States gunboat Itasca.

UNITED STATES STEAM GUNBOAT ITASCA,
Pilot Town, Mississippi River, April 24, 1862.

SIR: Agreeably to your instructions, I proceeded up the river, in the boat furnished from the Hartford, to make a final reconnoissance of the schooners on the west bank of the river, and a careful examination as to the chains that were originally stretched from them to the schooners on the starboard side, one of which we ran on shore on the night of the 20th. I succeeded in reaching them after a long, fatiguing pull against the current, without opposition or discovery, although we were directly in range between the forts and a fire lighted on the opposite shore to illuminate the reach across the river, and I could distinctly hear the voices of the rebels at Fort Jackson, as they were busily engaged in some outside work. I found two of the three schooners on shore, and the outside one riding head to the current, with a number of chains hanging from her bow. I passed ahead, leaving her fifty yards on the port hand, and dropped over a deep-sea lead, veering to twelve fathoms of line. We then lay on our oars and drifted down the stream, without feeling any obstructions. We found all the booms attached to the in-shore schooners, and a number of rafts in-shore of them, aground; the outside schooner was entirely clear. Returning, I stopped alongside of the outside schooner on the east bank, and dropped the lead over, with fifteen fathoms of line, floating by within twenty yards of her.

Having satisfied myself fully, by these and other observations, that no obstructions whatever existed, and that the chains we slipped on the night of the 20th had disarranged and almost destroyed the whole apparatus for preventing our passage up the river, and that the condition of things was precisely as I had previously reported, and that the whole fleet could safely pass, I made with confidence and inexpressible satisfaction, on my return, our preconcerted signal that the channel was clear and everything propitious for the advance of the fleet.

I regret to be obliged to state that my progress afterwards with the fleet was attended with serious misfortune and disappointment. On arriving abreast of Fort Jackson a storm of iron hail fell over and around us from both forts, which was continued without intermission while we were under their guns. A number of shots took effect, several passing through us. One, a 42-pound shot, passed through the port side, a coal-bunker full of coal, iron-plate bulkhead, and entered the boiler, making a large hole, and breaking the dry-pipe therein; from this hole the steam rushed in a dense cloud, filling the fire and engine room, and driving every one up from below, and almost suffocating those on the quarter-deck.

The loss of our motive power having destroyed our efficiency and left us almost helpless, I ordered every man to throw himself flat on the deck, the helm put hard a-starboard, and, turning, floated down the river. When out of range of the forts I ordered the pumps manned fore and aft, and our deck was soon several inches deep with water, which was pouring, also, out of every scupper. Supposing the ship to be in a sinking condition, I ran her on shore below the mortar fleet, where I remained until I satisfied myself that the leak was not as bad as I had at first supposed, and then hauled off and anchored.

I am happy to state that but three men were injured during the engagement—two firemen, scalded by the steam, and the captain of the hold, wounded in the head by a splinter. I have received fourteen hits, as follows: three shot holes through the vessel below the deck, the plank-shear badly shattered, and four slight hits on the port side; one through the vessel below decks, and one through the bulwarks on the starboard side; one through the cutwater, grazing the bowsprit; one cutting away a davit span and shivering the jury mainmast, (the main gaff;) and one 8-inch shell exploded over the quarter-deck, driving a large piece through the port-signal locker and bulwarks. One shot took out of the port side a piece of plank three feet long, shivered five feet of the next plank, crushed all of the timbers in its passage, and split one knee; another shot-hole in the starboard side is nearly as bad.

Allow me, flag-officer, respectfully and sincerely, to congratulate you upon the glorious passage of the fleet, and to express to you the heartfelt sorrow and disappointment I felt that my disabled condition prevented my being a participant in its complete success; and to assure you it was owing to circumstances that Providence alone could control.

Very respectfully, your obedient servant,

C. H. B. CALDWELL,
Lieutenant Commanding.

Flag-Officer DAVID G. FARRAGUT,
Commander-in-Chief of Western Gulf Blockading Squadron.

Report of Lieutenant Commanding N. B. Harrison, United States gunboat Cayuga.

UNITED STATES GUNBOAT CAYUGA,
Mississippi River, April 24, 1862.

SIR: The following extract from the log will present to you, in the briefest form, the part borne by this ship in the conflict of this morning with Forts Jackson and St. Philip, and the rebel gunboats:

"At 2 a. m., in obedience to the flag-officer's signal, weighed anchor, and led the advance column toward the barrier, and stood up stream close to Fort St. Philip. At 3.45 both forts opened their fire. At 3.50 opened on Fort St. Philip with grape and canister. At 4 passed the line of fire of Fort St. Philip, and encountered some eleven gunboats, no supporting ships in sight. At 4.25 one steamer surrendered, and two more were driven on shore. At this moment discovered the Varuna and Oneida dash gallantly into the fight. At 5 anchored in front of Camp Lovell, and received the submission of Colonel Szymanski and his command."

We were struck 42 times. Both masts are so badly hurt as to be unfit for further service. Our 11-inch Dahlgren carriage struck, but still fit for duty; the smoke-stack perforated, but not materially injured; all other damages have been repaired. I regret to add that six of our crew have been wounded, but so far the surgeon has made but one amputation.

It is needless for me to inform you, who had us under your own eye, that all did their duty fearlessly and well; but I must commend to your special notice my executive officer, Lieutenant George R. Perkins. The remarkable coolness and precision of this young officer, while aiding me in steering the vessel through the barrier and past the forts, under their long and heavy fire, must have attracted your attention. Of volunteer Acting Master Thomas H. Morton I must speak in terms of high praise. He fought the Parrott gun, and his daring example had a most happy effect on the crew.

I am indebted to Assistant Surgeon Edward S. Bogert, not only for his rapid and skilful attention to the wounded, but for his general officer-like bearing. My clerk, Mr. Charles M. Burns, jr., was of material assistance in communicating my orders. Our engines, although generally unreliable, were, on this occasion, worked successfully by Second Assistant George W. Rogers and his assistants. In conclusion, I must mention with praise the conduct of the following men: Charles Florence, captain of 11-inch gun; William Young, captain of Parrott gun; William Parker, at the wheel; Edward Wright, at the lead.

April 25.—I continue this report through the battles of to-day. At 11 a. m., being at that moment some half a mile in advance of the flag-ship, the batteries on either hand opened on us at short range. Being pivoted to port, I edged off with the port helm and responded with our 11-inch and Parrott, slowly but with great precision of aim. This unequal contest lasted just fifteen minutes, when the flag-ship ranged up in splendid style, diverting their fire and silencing the battery on the right bank.

We were again repeatedly hulled, and much cut up in spars and rigging, and the iron stock of the port anchor cut away. I lost no men; this I attribute to an order which I gave for the men to lie down flat during the time we could bring no gun to bear. To speak again of the constancy and devotion of my brave officers and crew would be to repeat an old story.

Respectfully,

N. B. HARRISON,
Lieutenant Commanding.

Captain S. BAILY,
Commanding the Leading Division of Gunboats,
off New Orleans, Louisiana.

Report of Lieutenant Pierce Crosby, commanding United States gunboat Pinola.

UNITED STATES STEAM GUNBOAT PINOLA,
Off New Orleans, April 26, 1862.

SIR: I have the honor to report that, in obedience to your signal on the morning of the 24th instant, after having passed your orders to the Pensacola and other vessels of the squadron, I took my position at 3.30 a. m. in line-of-battle next after the Iroquois, thinking the vessel which was to have preceded me had taken hers in advance, which I could not ascertain at that time, and followed on in line, passing so close to one of the enemy's hulks which had been used to hold the chain-rafts that one starboard quarter-boat was crushed against her sides; continued on our course, and as soon as Fort Jackson bore abeam of us, about four hundred yards distant, commenced firing with the 11-inch Dahlgren pivot and Parrott rifles at the flashes of the enemy's guns, that being the only guide by which to distinguish their position, which the fort answered promptly and rapidly, but, owing to our proximity, their shot passed over, with

the exception of two, one of which killed Thomas Kelly, captain of the forecastle, slightly wounding Acting Master J. G. Lloyd, the other cutting away the launch's after-davit. I then ran over within one hundred and fifty yards of Fort St. Philip, from which we received a terrific volley of shot, canister, grape, and musketry, nearly all of which passed over us. The fire-rafts, which were burning very brightly, exposed us to the full view of the enemy, and enabled them to fire at us with great precision, while we were only able to answer their forty guns with the 20-pound rifles, the 11-inch pivot being engaged with Fort Jackson. Of those shot that struck us from Fort St. Philip, one entered our starboard quarter, cut away part of the wheel, and severely wounded William Acworth, quartermaster, who returned to his station as soon as his wounds were dressed. Acting Master's Mate William H. Thompson promptly took the wheel at the time of the disaster. The second entered the hull at the water-line on the starboard side, eight inches forward of the boilers, passed through the coal bunker, and lodged in the pump-well and cut the sounding-well in two. The third cut away the top of the steam escape-pipe. The fourth cut away the starboard chain cable from the anchor, passed through the bow and yeoman's storeroom, and lodged in the port side, starting off the outside planking. The fifth struck the topgallant forecastle and carried away part of the rail. The sixth passed through the plankshear, abreast of the 11-inch pivot-gun. The seventh struck a barricade of hammocks forward of the forehatch. The eighth cut away one of the dead-eyes of the starboard fore-rigging. The ninth cut a bucket from the hands of Acting Master William P. Gibbs, in charge of the pivot gun. The tenth knocked the rammer from the hands of Henry Harrington, loader, who soon, with the assistance of the gun's crew, made a temporary one, the spare rammer having been lost overboard at the commencement of the action. The eleventh passed entirely through the hull, immediately over the magazine, demolishing completely in its course the dispensary and its contents. The twelfth passed through the starboard and lodged in the port side of the berth-deck. These two last-mentioned shot killed John Nolta and Robert H. Johnson, landsmen, and dangerously wounded Thomas Jones, wardroom steward; Thomas Ford, landsman; Henry Stokely, wardroom cook, and Thomas L. Smith, coalheaver, slightly; also, Thomas Foster, captain of the hold, who received dangerous and painful wounds from splinters while zealously performing his duty, completely disabling the powder division, there being but one man left to pass ammunition, with the exception of Acting Master's Mate C. V. Rummell, in charge of his division, who immediately gave his personal assistance, although he had been knocked down a few moments previous by splinters; and James A. Bashford was slightly wounded by splinters. A number of other missiles grazed our sides, doing, however, but slight damage. Immediately following the disaster on the berth-deck, it was reported to be on fire, whereupon the gunner's mate, J. B. Frisbee, instantly closed the magazine, he remaining inside. All traces of fire having been quickly extinguished by the fireman, re-enforcements to the powder division were quickly supplied, and the guns continued their fire.

After passing the forts, and out of range of their heavy cross-fire, we came suddenly in view of our squadron, which had been hidden from us by the dense smoke, and noticed at the same time a steamer on the starboard hand, which at first sight I supposed to be the Iroquois, but as day dawned and we approached nearer I soon discovered my mistake and gave her a shot from the 11-inch and Parrott rifle, both of which took effect in her hull near the water-line. At this moment the iron ram Manassas was seen following close astern of us, and being in range of our howitzers we opened fire on her with them, aiming at her smoke-stack. The Mississippi being near, now turned upon her and soon succeeded in driving her ashore and destroying her. In obedience to signal, I then ran up and anchored with the squadron off Quarantine Landing and sent ashore to

destroy the telegraph wire, which I afterwards learned was on the opposite bank. At 9 a. m. got under way and steamed up the river, in obedience to order, in company with the Sciota. At 3 p. m. sent the dead on shore and buried them; then continued on our course in company with the squadron and anchored at ———. At 3.30 we got under way and steamed up the river in company with the squadron. At 3 p. m. we opened fire with the squadron on the batteries below New Orleans, and as soon as the batteries were silenced we proceeded with the squadron up to the city, and, in obedience to orders, ran up the river to look after the iron floating-battery, which I discovered off the upper part of the city, in flames, floating down with the current. Returned to the flag-ship and received orders to destroy the batteries below the city; ran down in company with the Oneida, Captain S. P. Lee commanding, and by his directions I destroyed the battery on the port hand while he took charge of that on the opposite side. Found a large supply of ammunition, together with twelve 32 and 24 pound guns, also a 10-inch mortar, all of which we spiked, burned the carriages, threw the shot into the river, and destroyed everything belonging to the fort. After accomplishing this work, set fire to and burned a schooner loaded with combustible material lying alongside the battery, and then returned to the anchorage off New Orleans at 9.30, thus ending our operations of the 24th and 25th of April.

Our total loss was three killed and eight wounded. It gives me great pleasure and gratification to be able to bear testimony to the zeal and intrepid conduct of the officers and crew of this vessel during the desperate conflict and terrific fire through which they passed on the morning of the 24th instant. Amid that storm of iron hail perfect order reigned; officers and men did their duty faithfully, and nobly sustained the well-earned reputation of the navy and our glorious old flag, for which they fought so manfully.

The conduct of Thomas Gehegan, boatswain's mate, and captain of the 11-inch gun, is worthy of mention, as well for the brave example he set his crew and by the faithful manner with which he served his gun, bringing up his own ammunition as soon as the men composing the powder division had been nearly all killed or wounded.

Acting Paymaster C. Stewart Warren acted as signal officer. William H. Byrn, captain's clerk, attended to passing my orders.

Dr. L. M. Lyon, assistant surgeon, displayed great zeal and promptness in his attentions to the wounded during the heat of the battle.

Senior Assistant Engineer John Johnson, with his junior assistants, managed his department with skill and ability.

To A. P. Cook, first lieutenant and executive officer, I was greatly indebted for his able assistance. Throughout the entire action he was ready and prompt in the performance of his duties, displaying a coolness and gallantry which won the admiration of all.

With my earnest congratulations upon the brilliant success which has crowned your efforts and attended the forces under your command, I remain, very respectfully, your obedient servant,

PIERCE CROSBY,
Lieutenant Commanding.

Flag-Officer D. G. FARRAGUT, *U. S. Navy,*
Commanding United States Western Gulf Squadron, Gulf of Mexico.

Report of Lieutenant Commanding George M. Ransom, United States gunboat Kineo.

UNITED STATES GUNBOAT KINEO,
Mississippi River, above the forts, April 25, 1862.

SIR: I have the honor to report that, on arriving close under the guns of Fort St. Philip, on the morning of the 24th instant, the firing was commenced from this vessel, and kept up briskly and effectively until we had passed entirely beyond the range of the enemy's guns from either forts or gunboats.

Soon after the signal of the flag-ship to discontinue action, I was hailed by Commander Smith, of the Mississippi, who invited me to accompany him in pursuit of the ram. It turned immediately upon the shore and was abandoned, its people escaping under a brisk fire of musketry from both vessels. I made preparations for taking it in tow by a hawser, when, the Mississippi coming between the Kineo and the ram, Commander Smith hailed, and informing me that two vessels under a point below had struck, requested me to take possession of them. I was met there by the rebel gunboat McRea, which opened a sharp fire, backed by two other gunboats, all within range of the guns of either fort. The Kineo returned the fire of the McRea, but was obliged to *put her head up stream.* Having had the slide of the pivot gun-carriage shattered by a shot from Fort St. Philip, the gun was temporarily disabled; and, not being able, with her head up stream, to bring anything to bear effectually, I was obliged, very reluctantly, to withdraw.

I have the pleasure to state, sir, that the conduct of officers and men of this vessel throughout the action was specially admirable for its steadiness, without an exception. I enclose herewith a report of Assistant Surgeon A. S. Oberly, of killed and wounded.

I have the honor to be, &c.,

GEORGE M. RANSOM,
Lieutenant Commanding.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of Lieutenant Commanding A. N. Smith, United States gunboat Wissahickon.

UNITED STATES GUNBOAT WISSAHICKON,
Off Quarantine Station, Mississippi River, April 26, 1862.

SIR: I have to report that at 2 a. m. on the 24th instant, in obedience to general signal, got under way and proceeded up the river, keeping our position in the prescribed order of sailing till a detention by running on shore and the dense smoke of the battle, already some time commenced, rendered it impossible to keep it longer. Using our battery vigorously and to the best advantage possible, we succeeded in passing the forts and water batteries under a storm of shot, shell, and volleys of musketry, without loss of life or serious damage to the gunboat, which can only be attributed to the lowness of the vessel on the water.

At daylight, above the forts, we were unavoidably crowded on the west bank of the river, the ram Manassas being a short distance astern and heading for us, but unable to make much progress against the current. Before it reached us, we had fortunately gotten off, and witnessed, with great satisfaction, shortly after, its destruction by the United States steamer Mississippi.

I have to report but two of the crew slightly wounded; four round shot through the hull of the vessel, and one through the mainmast. Officers and men performed their duty nobly, and with admirable coolness. In this feeble tribute to their worth and services I desire to include Third Assistant Engineer G. M. White, a volunteer from the United States steamer Colorado.

Very respectfully, your obedient servant,

A. N. SMITH,
Lieutenant Commanding.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of Lieutenant Commanding John H. Russell, United States gunboat Kennebec.

UNITED STATES GUNBOAT KENNEBEC,
Mississippi River, April 29, 1862.

SIR: On the morning of the 24th instant, during the engagement, this vessel became entangled with the rafts, and struck one of the schooners, (which afterwards sunk,) at the same time parting the chain. I then made several attempts, in the midst of a heavy fire, to pass the batteries; but, it being daylight, and the squadron having passed above the forts, I deemed it prudent to withdraw, and reported to the senior officer, Commander Porter, who attached me temporarily to his fleet, and placed me on picket duty.

Yesterday morning, by order of Commander Porter, I proceeded up the river, in company with the United States steamers Harriet Lane, Westfield, and gunboat Winona, to witness the surrender of the forts, after which, by order of Commander Porter, I received on board this vessel the prisoners from Fort Jackson—29 officers and 90 men.

Very respectfully, your obedient servant,

JOHN H. RUSSELL,
Lieutenant Commanding.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of Fleet Surgeon J. M. Foltz of the casualties in the fleet.

FLAG-SHIP HARTFORD,
New Orleans, La., April 28, 1862.

SIR: The following is a list of casualties in the fleet from the commencement of the bombardment of Forts Jackson and St. Philip, on the 18th instant, and to the 24th, viz:

KILLED.

April 18.—James Lower, ordinary seaman, United States schooner Arletta, bomb flotilla, aged 21, carried away right thigh and wounded left thigh, (round shot;) Robert M. Bryant, ordinary seaman, killed by a fall from masthead no board gunboat Katahdin. Total, 2.

WOUNDED.

Iroquois, April 18.—Henry Clark, captain of forecastle, foot, slightly; William Gilbraith, seaman, foot, slightly; Joseph Judd, first-class fireman, rifle ball knee joint, severely. Total, 3.

April 19.—Michael Brady, carpenter's mate, of Norfolk Packet, mortar fleet, struck by a fragment of a shell in right leg. Total, 1.

Oneida, April 19.—Jonathan A. Miller, seaman, amputated left hand; Chas. D. Murphy, ordinary seaman, fractured foot; John Moir, seaman, severely; George Scott, ordinary seaman, severely; Richard Graham, seaman, contusion; Edward Perry, seaman, contusion; Henry Cooper, marine, slightly; Robert Woodruff, landsman, slightly; John A. Morton, landsman, slightly.

Oneida, April 22.—John F. Nims, quartermaster, amputated left arm and left thigh, (shell;) John R. Liber, ordinary seaman, slightly; Oliver Crommlin, ordinary seaman, slightly; Francis Douglas, seaman, slightly; John E. Earle, jr., master's mate, slightly; Frederick J. Naile, midshipman, slightly. Total, 15.

Hartford, April 22.—Dennis Disney, ordinary seaman, severe injury of chest and abdomen; George H. Mellen, landsman, fracture of forearm; Thomas O'Conner, landsman, severely; Moses Simmons, ordinary seaman, slightly; John D. Barnes, first-class fireman, slightly. Total, 5.

TOTAL.

Killed, 2; wounded, 24.

I am, very respectfully, your obedient servant,

J. M. FOLTZ, *Fleet Surgeon.*

Flag-Officer DAVID G. FARRAGUT,
Commanding Western Division Gulf Blockading Squadron.

FLAG-SHIP HARTFORD,
New Orleans, Louisiana, May 1, 1862.

SIR: I have the honor to report the following list of killed and wounded in the fleet during the brilliant engagements with Forts Jackson and St. Philip, and the batteries below the city of New Orleans, on the 24th and 25th of April, viz:

KILLED.

Flag-ship Hartford.—Joseph Lawrence, seaman, (round shot;) William Brown, landsman, (shell;) Augustus Thomas, captain of forecastle, (shell.) Total, 3.

Brooklyn.—John Anderson, midshipman, struck and knocked overboard by cannon shot; William Lenahan, marine; Daniel McEmary, boy; Barney Sands, quartermaster; Thomas White, captain of maintop; Henry H. Roff, marine; Andrew Ronke, seaman; Dennis Leary, ordinary seaman; John Wade, seaman. Total, 9.

Pensacola.—Theo. Myers, seaman; James Murray, ordinary seaman; Thomas Gunning, landsman; Nelson Downing, landsman. Total, 4.

Richmond.—John B. Bradley, aged 19, acting midshipman, born in Brownsville, New York, (rifle ball;) William Brady, ordinary seaman, aged 23. Total, 2.

Iroquois.—James Phillips, seaman; Alexander Van Vredenburg, ordinary seaman; Maurice Murphy, ordinary seaman; Edwin R. Parcell, boy; Jacob Schoenfeldt, marine; George W. Cole, master's mate. Total, 6.

Pinola.—Thomas Kelly, captain of forecastle; Robert H. Johnson, landsman; John Nolta, landsman. Total, 3.

Varuna.—Andrew A. Smith, landsman; Charles Hartford, seaman; Daniel McPherson, ordinary seaman. Total, 3.

Mississippi.—George Sanderson, corporal of marines; William H. Woods, corporal of marines. Total 2.,

Winona.—Alexander Tyler, boatswain's mate; John Disney, ordinary seaman; William Brown, ordinary seaman. Total, 3.

Mortar flotilla, (Harriet Lane.)—Michael Fitzgerald, landsman.

WOUNDED.

Flag-Ship Hartford.—Philip Morgan, seaman, severely; Charles Banks, landsman, severely; Theodore Douglas, officers' steward, severely; Randall Talliafero, landsman, amputated thigh; Henry Manning, ordinary seaman, severely; Henry King, marine, severely; Sabina Doane, seaman, slightly; George White, marine, slightly; Mr. Connley, carpenter, severely; Mr. Heisler, lieutenant of marines, slightly. Total, 10.

Brooklyn.—Mr. James O. Kane, master, severely; Mr. James Stafford, acting master, slightly; Mr. E. S. Lowe, master's mate, slightly; William McBride, ordinary seaman, severely; Lovin Heath, marine, slightly; Thomas Griffin, landsman, severely; John Willoughby, ordinary seaman, amputated hand; John Chase, seaman, slightly; E. Blanchard, ordinary seaman, severely; J. R. Sanders, marine, contusion; William Wells, seaman, severely; Robert Harrison, ordinary seaman, severely; John Hassett, landsman, severely; George Coventry, quarter-gunner, severely; Leonard Killion, marine, slightly; Cornelius Martin, ordinary seaman, probably mortal; James H. Powell, ordinary seaman, slightly; H. O. Busklin, ordinary seaman, severely; John Widdis, ordinary seaman, severely; John Daverin, landsman, slightly; James Webby, captain of mizzen-top, severely; Alexander Anderson, landsman, severely; James Black, quartermaster, slightly; Joseph Dixon, seaman, slightly; John Griffith, captain of after-guard, slightly; James Williams, captain of maintop, slightly. Total, 26.

Pensacola.—John Ryan, quartermaster, mortally; George Mowry, quartermaster, mortally, amputated leg; Jonathan Roberts, ordinary seaman, severely, amputated arm; Michael McKann, landsman, severely; Gustavus Mason, landsman, severely; Thomas Kelly, boatswain's mate, severely; Edward Brown, captain of after guard, severely; John Sherlock, ship's cook, severely; John Jenkins, ordinary seaman, severely; James O'Donnal, seaman, severely; Samuel Cooper, ordinary seaman, slightly; David Anderson, ordinary seaman, slightly; Steven Collins, ordinary seaman, slightly; Asa Gifford, ordinary seaman, slightly; John Stewart, ordinary seaman, slightly; Samuel Randolph, ordinary seaman, slightly; Polar McKay, landsman, slightly; Edward Bowman, landsman, slightly; Michael Noonan, landsman, slightly; Edward Lee, first-class boy, slightly; Henry Stermbergh, sergeant of marines, slightly; George Perkins, marine, slightly; Michael O'Bryan, marine, slightly; Frederick Davye, marine, slightly; Francis Pepper, marine, slightly; John Brogan, marine, slightly; Mr. John C. Harris, lieutenant of marines, slightly; Mr. Gerhard Schultze, acting master, slightly; Mr. John C. Huntley, third assistant engineer, slightly; Mr. Wilson Goodrich, boatswain, slightly; Mr. Joseph B. Cox, carpenter, slightly; Mr. Alfred Reynolds, master's mate, slightly; Mr. George Dolliver, master's mate, slightly. Total, 33.

Richmond.—John Gordon, seaman, severely; Charles A. Benson, seaman, slightly; Edward Collins, ordinary seaman, slightly; John Ford, seaman, slightly. Total, 4.

Iroquois.—James Noland, seaman, mortally, since dead; Walter J. White, corporal of marines, mortally, since dead; Robert Lewis, armorer, severely;

George Clark, quarter-gunner, severely; Robert Greenleaf, seaman, severely; John Smith, boy, severely; Martin Winter, boatswain's mate, slightly; John Brown, captain of maintop, slightly; John Conway, ship's corporal, slightly; George Higgins, seaman, slightly; Benjamin Rockwell, seaman, slightly; William Pool, ordinary seaman, slightly; Henry Walters, ordinary seaman, slightly; William Wogan, landsman, slightly; Thomas Kealy, landsman, slightly; Owen Campbell, landsman, slightly; Alfred Freed, boy, slightly; Alfred Jackson, marine, slightly; James Bolan, seaman, slightly; James McCumiskey, ordinary seaman, slightly; Thomas Francis, ordinary seaman, slightly; Mr. Frank R. Hain, third assistant engineer, slightly. Total, 22. (The last three belonging to the United States steamer Colorado.)

Pinola.—Thomas Foster, ship's cook, severely; Thomas Ford, landsman, severely, arm amputated; Thomas H. Jones, officers' steward, severely; Henry Stokely, officers' cook, severely; William Ackworth, quartermaster, slightly; Thomas L. Smith, coal-heaver, slightly; James A. Bassford, ordinary seaman, slightly. Total, 7.

Cayuga.—John Lawson, landsman, severely; Frederick O. G. Frinke, landsman, severely, amputated arm; Francis Nersall, ordinary seaman; John Dumphy, coal-heaver; James Smith, landsman; John Titus, ward-room cook: all slightly. Total, 6.

Sciota.—Francis Moriere, seaman, slightly; and J. Harrington, seaman, severely. Total, 2.

Varuna.—M. Rigan, ordinary seaman, slightly; T. Johnson, ordinary seaman, slightly; William Joice, landsman, slightly; T. Gordon, marine, severely; D. McLaughlin, marine, slightly; William Perkins, ordinary seaman, slightly; D. McGinnis, boy, slightly; J. Logan, marine, slightly; J. McQuin, marine, slightly. Total, 9.

Mississippi.—John Ward, seaman, slightly; Richard C. Carman, marine, slightly; Robert White, ordinary seaman, slightly; Cyrus D. Murry, musician, slightly; Albert Ashley, ordinary seaman, slightly; Mr. King, master, slightly. Total, 6.

Winona.—Michael O. Holland, seaman, amputation of arm; Leonard Minwart, captain of forecastle, severely; Thomas Trowers, landsman, severely; William Wood, seaman, severely; John McGowan, coal-heaver, severely. Total, 5.

Itasca.—Richard Kane, captain of hold, severely; Thomas Sparrow, boy, severely; Owen Kaney, coal-heaver, severely; Isaac Magurgre, fireman, severely. Total, 4.

Mortar flotilla, (Harriet Lane.)—George Henston, seaman, severely, amputated thigh.

TOTAL.

Killed, 36; wounded, 135.

I am, very respectfully, your obedient servant,

J. M. FOLTZ, *Fleet Surgeon.*

Flag-Officer DAVID G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Additional report of Fleet Surgeon J. M. Foltz.

FLAG-SHIP HARTFORD,
Natchez, Mississippi, May 18, 1862.

SIR: I respectfully report the following additional killed and wounded during the engagements of the 24th and 25th of April, the official reports from the medical officers of those vessels having just been received, viz:

KILLED.

Kineo—on the 24th April.—No. 37, Charles H. Kelley, captain after-guard.

WOUNDED.

Kineo—on the 24th April.—No. 136, Samuel Walker, seaman; 137, John Lewis, coxswain; 138, Albert Smith, seaman; 139, Henry H. Chase, seaman; 140, John P. Tibbits, landsman; 141, John Quinn, landsman; 142, Zelops Eldridge, ordinary seaman; 143, W. S. Wilkins Cragg, second assistant engineer.

Oneida—on 24th April.—144, John Dyer, seaman, slightly; 145, Thomas Grey, seaman, severely; 146, Robert Watson, seaman, slightly.

Portsmouth—on 24th April.—147, John Hancock, severely.

I am, very respectfully, your obedient servant,

J. M. FOLTZ, *Fleet Surgeon.*

Flag-Officer DAVID G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Papers relating to the surrender of Forts Jackson and St. Philip.

No. 69.] UNITED STATES FLAG-SHIP HARTFORD,
Off the City of New Orleans, May 1, 1862.

SIR: I have the honor to forward herewith to the department all the papers relating to the surrender of Forts Jackson and St. Philip to the forces under my command.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER HARRIET LANE,
April 29, 1862.

SIR: The morning after the ships passed the forts I sent a demand to Colonel Higgins for a surrender of the forts, which was declined. On the 27th I sent Lieutenant Colonel Higgins a communication, herewith enclosed, asking again for the surrender. His answer is enclosed.

On the 28th I received a communication from him, stating that he would surrender the forts, and I came up and took possession, drew up articles of capitulation, and hoisted the American flag over the forts. These men have defended these forts with a bravery worthy of a better cause. I treated them with all the consideration that circumstances would admit of.

The three steamers remaining were under the command of Commander J. K. Mitchell. The officer of the fort acknowledged no connexion with them, and wished in no way to be considered responsible for their acts. While I had a flag of truce up they were employed in towing the iron floating-battery of 16 guns (a most formidable affair) to a place above the forts, and, while drawing up the articles of capitulation in the cabin of the Harriet Lane, it was reported to me that they had set fire to the battery and turned it adrift upon us. I asked

the general if it had powder on board, or guns loaded. He replied that he would not undertake to say what the navy officers would do. He seemed to have a great contempt for them. I told him "we could stand the fire and blow up, if he could," and went on with the conference, after directing the officers to look out for their ships. While drifting down on us, the guns, getting heated, exploded, throwing the shot above the river. A few moments after the battery exploded with a terrific noise, throwing fragments all over the river, and wounding one of their own men in Fort St. Philip, and immediately disappeared under water. Had she blown up near the vessels, she would have destroyed the whole of them.

When I had finished taking possession of the forts, I got under way in the Harriet Lane and started for the steamers, one of which was still flying the confederate flag. I fired a shot over her, and they surrendered. There was on board of them a number of naval officers and two companies of marine artillery. I made them surrender unconditionally, and, for their infamous conduct in trying to blow us up while under a flag of truce, I conveyed them to close confinement as prisoners of war, and think they should be sent to the north, and kept in close confinement there until the war is over, or they should be tried for their infamous conduct. I have a great deal to do here, and will send you all papers when I am able to arrange them.

I turned over the forces to General Phelps. Fort Jackson is a perfect ruin. I am told that over 1,800 shells fell in and burst over the centre of the fort. The practice was beautiful. The next fort we go at we will settle sooner, as this has been hard to get at. The naval officers sank one gunboat while the capitulation was going on, but I have one of the other steamers at work, and hope soon to have the other. I find that we are to be the hewers of wood and drawers of water; but as the soldiers have nothing here in the shape of motive power, we will do all we can.

I should have demanded an unconditional surrender, but with such a force in your rear it was desirable to get possession of these forts as soon as possible. The officers turned over everything in good order, except the walls and buildings, which are terribly shattered by the mortars.

Very respectfully,

D. D. PORTER,
Commanding Flotilla.

Flag-Officer D. G. FARRAGUT.

HEADQUARTERS FORTS JACKSON AND ST. PHILIP,
April 27, 1862.

SIR: Your letter of the 26th instant, demanding the surrender of these forts, has been received. In reply thereto, I have to state that no official information has been received by me from our own authorities that New Orleans has been surrendered to the forces of Flag-Officer Farragut, and until such information is received no proposition for a surrender can be for a moment entertained here.

Respectfully, your obedient servant,

EDWARD HIGGINS,
Lieutenant Colonel Commanding.

Commodore DAVID D. PORTER,
United States Navy, Commanding Mortar Fleet.

UNITED STATES STEAMER HARRIET LANE,
Mississippi River, April 27, 1862.

SIR: When I last demanded the surrender of Forts Jackson and St. Philip, I had no positive assurance of the success of our vessels in passing safely the batteries on the river; since then I have received communications from Flag-Officer Farragut, who is now in possession of New Orleans. Our troops are, or will be, in possession of the prominent points on the river, and a sufficient force has been posted on the outside of the bayous to cut off all communication and prevent supplies.

No man could consider it dishonorable to surrender under these circumstances, especially when no advantage can arise by longer holding out, and by yielding gracefully he can save the further effusion of blood.

You have defended the forts gallantly, and no more can be asked of you. I feel authorized to offer you terms sufficiently honorable to relieve you from any feeling of humiliation.

The officers will be permitted to retire on parole with their side arms, not to serve again until regularly exchanged. All private property will be respected, only the arms and munitions of war will be surrendered to the United States government, and the vessels lying at or near the forts. No damage must be done to the defences. The soldiers will also be paroled and be permitted to return to their homes, giving up their arms. I am aware that you can hold out some little time longer, and am also aware of your exact condition as reported to us by a deserter, which convinces me that you will only be inflicting on yourself and those under your command unnecessary discomforts without any good results arising from so doing.

Your port has long been closed to the world, by which serious injury has been experienced by many loyal citizens. I trust that you will not lend yourself to the further injury of their interests, when it can only entail calamity and bloodshed without any possible hope of success or relief to your forts. Your surrender is a mere question of time, which you know is not of any extent, and I therefore urge you to meet my present proposition. By doing so you can put an end to a state of affairs which will only inflict injury upon all those under you, who have strong claims upon your consideration.

I remain, very respectfully, your obedient servant,

D. D. PORTER,
Commanding Mortar Fleet.

Colonel EDWARD HIGGINS,
Commanding Confederate forces in Forts Jackson and St. Philip.

UNITED STATES STEAMER HARRIET LANE,
Mississippi River, April 30, 1862.

SIR: I enclose herewith the capitulation of Forts Jackson and St. Philip, which surrendered to the mortar flotilla on the 28th day of April, 1862. I also enclose in a box (forwarded on this occasion) all the flags taken in the two forts, with the original flag hoisted on Fort St. Philip when the State of Louisiana seceded. Fort Jackson is a perfect wreck; everything in the shape of a building in and about it was burned up by the mortar shells, and over 1,800 shells fell in the work proper, to say nothing of those which burst over and around. I devoted but little attention to Fort St. Philip, knowing that when Jackson fell, Fort St. Philip would follow.

The mortar flotilla is still fresh and ready for service. Truly, the backbone of the rebellion is broken.

On the 26th of the month I sent six of the mortar schooners to the back of Fort Jackson, to look up the bayous and prevent supplies getting in. Three of them drifted over to Fort Livingston, and when they anchored the fort hung out

a white flag and surrendered. The Kittatinny, which had been blockading these for some time, sent a boat in advance of the mortar vessels, and reaching the shore first, deprived them of the pleasure of hoisting our flag over what had surrendered to the mortar flotilla. Still, the fort is ours, and we are satisfied. I am happy to state that officers and crew are all well and full of spirits.

I have the honor to remain your obedient servant,

DAVID D. PORTER.

Hon. GIDEON WELLES.

UNITED STATES STEAMER HARRIET LANE,
Forts Jackson and St. Philip, Mississippi River, April 28, 1862.

By articles of capitulation entered into this twenty-eighth day of April, one thousand eight hundred and sixty-two, between David D. Porter, commander United States navy, commanding the United States mortar flotilla, of the one part, and Brigadier General J. K. Duncan, commanding the coast defences, and Lieutenant Colonel Higgins, commanding Forts Jackson and St. Philip, of the other part, it is mutually agreed—

1st. That Brigadier General Duncan and Lieutenant Colonel Higgins shall surrender to the mortar flotilla Forts Jackson and St. Philip, the arms, ammunitions of war, and all the appurtenances thereunto belonging, together with all public property that may be under their charge.

2d. It is agreed by Commander David D. Porter, commanding the mortar flotilla, that Brigadier General Duncan and Lieutenant Colonel Higgins, together with the officers under their command, shall be permitted to retain their side arms, and that all private property shall be respected; furthermore, that they shall give their parole of honor not to serve in arms against the government of the United States until they are regularly exchanged.

3d. It is furthermore agreed by Commander David D. Porter, commanding the mortar flotilla, on the part of the United States government, that the non-commissioned officers, privates, and musicians shall be permitted to retire on parole, their commanding and other officers becoming responsible for them; and that they shall deliver up their arms and accoutrements in their present condition, provided that no expenses of the transportation of the men shall be defrayed by the government of the United States.

4th. On the signing of these articles by the contracting parties, the forts shall be formally taken possession of by the United States naval forces composing the mortar flotilla; the confederate flag shall be lowered, and the flag of the United States hoisted on the flagstaffs of Forts Jackson and St. Philip.

In agreement of the above, we, the undersigned, do hereunto set our hands and seals.

DAVID D. PORTER,
Commanding Mortar Flotilla.
W. B. RENSHAW,
Commander, United States Navy.
J. M. WAINWRIGHT,
Lieutenant, Commanding Harriet Lane.
J. K. DUNCAN,
Brigadier General, Commanding Coast Defences.
EDWARD HIGGINS,
Lieutenant Colonel C. S. A., Commanding Forts Jackson and St. Philip.

Witnessed by—
EDWARD T. NICHOLS,
Lieutenant Commanding Winona.
J. H. RUSSELL,
Lieutenant Commanding Kanawha.

List of officers at Fort Jackson, Louisiana.

HEADQUARTERS FORTS JACKSON AND ST. PHILIP,
April 28, 1862.

Brigadier General J. K. Duncan, P. C. S. A.
Lieutenant Wm. M. Bridges, aid and inspector general.
Captain W. J. Seymour, aide-de-camp, volunteers.
Captain J. R. Smith, volunteer aide-de-camp.
Somerville Burke, assistant surgeon, P. C. S. A.
Dr. Bradbury, volunteer surgeon.
Lieutenant Colonel Edward Higgins, P. C. S. A., commanding Forts Jackson and St. Philip.
Charles N. Morse, lieutenant Louisiana artillery regiment, and post adjutant.
Wm. B. Robertson, captain Louisiana regiment artillery.
J. B. Anderson, captain Louisiana regiment artillery.
R. J. Bruce, first lieutenant Louisiana regiment artillery, commanding company D.
E. W. Baylor, first lieutenant Louisiana regiment artillery, commanding company H.
T. Peters, captain company I, twenty-second regiment Louisiana volunteers.
James Ryan, captain company H, twenty-second regiment Louisiana volunteers.
S. Jones, captain company I, twenty-third regiment Louisiana volunteers.
F. C. Comars, captain company St. Mary's cannoniers.
Beverly C. Kennedy, first lieutenant Louisiana regiment artillery.
Abner N. Ogden, first lieutenant Louisiana regiment artillery.
James W. Gaines, first lieutenant Louisiana regiment artillery.
D. Simon, first lieutenant twenty-second Louisiana volunteers.
George Nongesser, first lieutenant twenty-second Louisiana volunteers.
George O. Foote, first lieutenant St. Mary's cannoniers.
Wm. T. Mumford, first lieutenant Louisiana regiment artillery.
Edw. D. Woodlief, second lieutenant Louisiana regiment artillery.
Charles Dermers, second lieutenant twenty-second Louisiana volunteers.
Christian Jacobs, second lieutenant twenty-second Louisiana volunteers.
George Menn, second lieutenant twenty-second Louisiana volunteers.
Thomas J. Royster, second lieutenant twenty-second Louisiana volunteers.
Walter S. Jones, second lieutenant twenty-third Louisiana volunteers.
Robert Maurer, second lieutenant twenty-third Louisiana volunteers.
Minor T. Gardy, second lieutenant St. Mary's cannoniers.

Official list:

CHARLES N. MORSE,
Lieutenant and Post Adjutant.

APRIL 28, 1862.

The company of St. Mary's cannoniers, eighty-eight strong, also came up on the United States gunboat Kennebec.
Corporal Murray, of company E, Louisiana regiment artillery.
One private from company D, Louisiana regiment artillery.

Official:

CHARLES N. MORSE,
Lieutenant and Post Adjutant.

List of officers at Fort St. Philip, Louisiana, included in capitulation of Forts Jackson and St. Philip, April 28, 1862.

M. T. Squires, captain Louisiana regiment artillery, senior officer.
Richard C. Bond, captain Louisiana regiment artillery.
J. H. Lamon, captain Louisiana regiment artillery.
Charles Assenheimer, captain Louisiana volunteers.
Armand Laityell, (absent at date of capitulation,) captain Bienville guards, recruited in the parish.
J. K. Dixon, second lieutenant C. S. A., commanding company.
Charles D. Lewis, assistant surgeon P. C. S. A.
Charlton Hunt, first lieutenant Louisiana regiment artillery.
Henry W. Fowler, first lieutenant Louisiana regiment artillery.
Lewis B. Taylor, first lieutenant Louisiana regiment artillery, and acting assistant quartermaster.
Wm. C. Ellis, first lieutenant regiment Louisiana artillery.
P. Ruhl, first lieutenant Louisiana volunteers.
Andrew J. Quigly, second lieutenant Louisiana regiment artillery.
Wm. B. Jones, second lieutenant Louisiana regiment artillery.
H. L. Blow, second lieutenant C. S. A.
George House, acting second lieutenant C. S. A.
J. Dressell, second lieutenant Louisiana volunteers.
J. A. Guershet, second lieutenant Louisiana volunteers.
S. Martin, second lieutenant Bienville Guards, recruited in the parish.
A. Chaussier, second lieutenant Bienville Guards, recruited in the parish.

Official:

CHARLES N. MORSE,
Lieutenant and Post Adjutant.

Disposition of prisoners captured.

No. 70.] UNITED STATES FLAG-SHIP HARTFORD,
At anchor off the City of New Orleans, May 1, 1862.

SIR: I have to inform the department that in consequence of my not having any suitable place to put the crews of the rebel gunboats captured by this fleet, I have released them on parole. But having been informed by Commander Porter and others that the conduct of the officers has been such as to deprive them of any claim for indulgence on our part—they having sunk two of the vessels while under a flag of truce—I have determined to send them to the north as prisoners of war, to be dealt with as the department may think proper. They will be sent in the Rhode Island.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer. Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

No. 85.] UNITED STATES FLAG-SHIP HARTFORD,
Off New Orleans, May 2, 1862.

SIR: I have the honor to forward herewith the paroles which I have given to the prisoners captured by this fleet. * * * * *

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Terms of parole.]

I, ——— ———, being taken prisoner by the forces of the United States under the command of Flag-Officer Farragut, and being released by him on parole of honor, do hereby solemnly swear and promise that I will not aid, countenance, or abet in any manner any person or persons engaged in armed rebellion against the authority of the United States, unless regularly exchanged or released from this parole.

——— ———.

Report of Flag-Officer Farragut commendatory of the conduct of those under his command.

No. 88.] UNITED STATES FLAG-SHIP HARTFORD,
Off the City of New Orleans, May 6, 1862.

SIR: I will bear testimony to the merit of the commanders, and let them bear testimony to the conduct of those under their commands. I am unwilling that any meritorious individuals should be passed by in silence, but they must look to their immediate commanders for special notice, except when they come under my eyes.

I shall always be ready to bear testimony to the good conduct of Commander Wainwright and his first lieutenant, whose good organization of the fire department saved this ship, and to his officers and crew, whose energy and courage in extinguishing the fire, and keeping up the fire of the great guns, could not be surpassed. And those who were around me, the signal officer, my clerk, Mr. Osborn, Messrs. Bache and Wardell, captain's clerks, and Master's Mate Allen, who had charge of the 20-pounder rifle gun, (an apprentice boy,) all did their duty well, particularly Mr. Allen, whose energy and courage were always marked; and had he a better education I should certainly recommend him for promotion, but I trust that his conduct will be remembered by the department.

In conclusion, permit me to say that every provision possible was made in advance of our fight for the comfort of the wounded by the fleet surgeon, Dr. Foltz, who was indefatigable in his exertions to ameliorate their sufferings and dress their wounds; in fact, all whom it was in my power to know anything about did their duty to the utmost of their ability.

As to the commanders of the three gunboats who failed to get through, the department must take their own statements, as I never saw them after we left our anchorage; but their conduct previous to the fight had induced me to form a high estimate of their characters, and Lieutenant Caldwell's conduct in breaking the barrier chain gave an earnest of an intention to do all in his power on

the day of trial. I am sure that the mortification they sustained by their failure has been the severest of punishments, and they will never rest until it is removed.

All of which is respectfully submitted by your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Congratulatory letter of the Secretary of the Navy.

NAVY DEPARTMENT, *May* 10, 1862.

SIR: Captain Bailey, your second in command, has brought to the department the official despatches from your squadron, with the trophies forwarded to the national capital.

Our navy, fruitful with victories, presents no more signal achievement than this, nor is there an exploit surpassing it recorded in the annals of naval warfare. In passing, and eventually overcoming Forts Jackson and St. Philip, the batteries above and below New Orleans, destroying the barriers of chains, steam-rams, fire rafts, iron-clad vessels, and other obstructions, capturing from the rebel forces the great southern metropolis, and obtaining possession and control of the Lower Mississippi, yourself, your officers, and our brave sailors and marines, whose courage and daring bear historic renown, have won a nation's gratitude and applause. I congratulate you and your command on your great success in having contributed so largely towards destroying the unity of the rebellion, and in restoring again to the protection of the national government and the national flag the important city of the Mississippi valley, and so large a portion of its immediate dependencies.

Your example and its successful results, though attended with some sacrifice of life and loss of ships, inculcate the fact that the first duty of a commander in war is to take great risks for the accomplishment of great ends.

One and all, officers and men, composing your command, deserve well of their country.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron, New Orleans.

OPERATIONS OF THE MORTAR FLOTILLA.

Commander Porter's announcement of the passage of the forts by the fleet, and progress of the bombardment of the forts by the mortar flotilla.

UNITED STATES STEAMER HARRIET LANE,
Mississippi River, April 25, 1862.

SIR: I have the honor to inform you that Flag-Officer Farragut, with the fleet, passed Forts Jackson and St. Philip on the morning of the 24th, and should be in New Orleans by this time, as he can meet with no obstacles such as he has already passed, the way being comparatively open before him.

We commenced the bombardment of Fort Jackson on the 18th, and continued it without intermission until the squadron made preparations to move. The squadron was formed in three lines to pass the forts. Captain Bailey's division,

composed of the following vessels, leading to the attack of Fort St. Philip: Cayuga, Pensacola, Mississippi, Oneida, Varuna, Katahdin, Kineo, Wissahickon, Flag-Officer Farragut leading the following vessels, (second line:) Hartford, Brooklyn, Richmond; and Commander Bell leading the third division, composed of the following vessels: Sciota, Iroquois, Pinola, Winona, Itasca, and Kennebec.

The steamers belonging to the mortar flotilla, one of them towing the Portsmouth, were to enfilade the water battery commanding the approaches: Mortar steamers Harriet Lane, Westfield, Owasco, Clifton, and Miami—the Jackson towing the Portsmouth. The vessels were rather late in getting under way and into line, and did not get fairly started until 3.30 a. m., and the unusual bustle apprised the garrison that something was going on.

In an hour and ten minutes after the vessels had weighed anchor they had passed the forts, under a most terrific fire, which they returned with interest. The mortar fleet rained down shells on Fort Jackson to try and keep the men from the guns, while the steamers of the mortar fleet poured in shrapnel upon the water battery commanding the approach, at a short distance, keeping them comparatively quiet. When the last vessel of ours could be seen amidst the fire and smoke to pass the battery, signal was made to the mortars to cease firing, and the flotilla steamers were directed to retire from a contest that would soon become very unequal.

It was now daylight, and the fleet having passed along, the forts began to pay their attention to our little squadron of steamers, the Portsmouth, which was being towed up, and three of the gunboats which failed to pass through. These latter became entangled in some wrecks and chains placed in the river to obstruct, and which were only partially removed. One of these vessels (the Winona) got through as far as Fort St. Philip, but, having all the guns bearing on her, she sensibly retired. The Itasca was fairly riddled, and had a shot through her boiler. The Kennebec escaped unhurt.

I am disposed to think that our squadron received but little damage, considering the unequal contest—142 guns on board ship opposed to 100 on shore—placed in a most commanding position. For twenty minutes after the ships passed, the forts fired very feebly on the vessels that remained outside; so much so that the Portsmouth was enabled to drop with the current out of gunshot, though the shot fell pretty freely about her at last. I think the fire from the ships must have been very destructive to life.

The last we saw of our vessels they were standing up the river. Some explosion took place, which made us feel rather uneasy, but which may have been the rebel gunboats. We could see that our squadron had not destroyed all the enemy's vessels at the fort, for three or four of them were moving about in all directions, evidently in a state of excitement.

Before the fleet got out of sight it was reported to me that the celebrated ram Manassas was coming out to attack us; and sure enough, there she was, apparently steaming along shore, ready to pounce upon the apparently defenceless mortar vessels. Two of our steamers and some of the mortar vessels opened fire on her; but I soon discovered that the Manassas could harm no one again, and I ordered the vessels to save their shot. She was beginning to emit smoke from her ports or holes, and was discovered to be on fire, and sinking. Her pipes were twisted and riddled with shot, and her hull was also well cut up. She had evidently been used up by the squadron as they passed along.

I tried to save her as a curiosity, by getting a hawser around her and securing her to the bank, but just after doing so she faintly exploded. Her only gun went off, and emitting flames through her bow port, like some huge animal, she gave a plunge and disappeared under the water.

Next came a steamer on fire, which appeared to be a vessel-of-war belonging to the rebels; and after her two others, all burning and floating down the stream.

Fires seemed to be raging all along the "up river," and we supposed that our squadron were burning and destroying the vessels as they passed along. It appears, however, that the McRae, one or two river boats, and their celebrated floating battery, (brought down the night before,) were left unhurt, and were still flying the confederate flag.

The matter of the floating battery becomes a very serious affair, as they are hard at work at Fort Jackson mounting heavy rifled guns on it, which are of no further use to them in the fort. She mounts sixteen guns, is almost as formidable a vessel as the Merrimack, perfectly shot-proof, and has four powerful engines in her. I shall, at all events, take such steps as will prevent her from destroying anything, and we may still hold her in check with the steamers, though they are rather fragile for such a service. This is one of the ill effects of leaving an enemy in the rear. I suppose that the ships fired on her as they passed through, but that her mail resisted the shot. She had steam on this morning, and was moving about quite lively. I tried to put some mortar shell through her roof, but without effect, as she moved off.

The forts are now cut off from all communication with New Orleans, as I presume that Flag-Officer Farragut has cut the wires. I have sent the Miami around with General Butler to the back of Fort St. Philip, to try and throw in troops at the quarantine, five miles along the forts, and at the same time open communication that way with the flag-officer, and supply him with ammunition. I am also going to send part of the mortar fleet to the back of Fort Jackson, to cut off the escape of the garrison by that way, and stop supplies. A deserter, who can be relied on, informs us that they have plenty of provisions for two months, plenty of ammunition, and plenty of discomforts. Our shell set the citadel on fire the first afternoon we opened. It burnt freely for seven hours, but I thought it a fire raft behind the fort, as they continually send them down on us, though without any effect.

But few casualties occurred to vessels on this side of the forts. The Harriet Lane lost but one man killed, and one, I fear, mortally wounded. The Winona lost three killed and three wounded, and the Itasca, with fourteen shots through her, had but few men hurt.

These forts can hold out still for some time, and I would suggest that the Monitor and Mystic, if they can be spared, be sent here, without a moment's delay, to settle the question.

The mortar fleet have been very much exposed and under a heavy fire for six days, during which time they kept the shells going without intermission. One of them, the Maria I. Carlton, was sunk by a shot passing down through her magazine and then through her bottom. The flotilla lost but one man killed and six wounded. The bearing of the officers and men was worthy of the highest praise. They never once flagged during a period of six days, never had an accident to one of the vessels by firing, and, when shell and shot were flying thick above them, showed not the least desire to have the vessels moved to a place of safety. The incidents of the bombardment will be mentioned in my detailed report.

I merely write this hurried letter to apprise the department of the state of affairs, and shall send it off at once *via* Havana.

The sight of this night attack was awfully grand. The river was lit up by rafts filled with pine knots, and the ships seemed to be fighting literally amidst flames and smoke. Where we were the fire of the enemy was high, and comparatively harmless.

I am in hopes that the ships above fared as well as we did, though amid such a terrific fire. It was gratifying to see that not a ship wavered, but stood

steadily on her course; and I am in hopes (and I see no reason to doubt it) that they now have possession of New Orleans.

I am, with great respect, your obedient servant,

DAVID D. PORTER,
Commanding Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—Captain Boggs has just arrived by way of a cut through the swamps, and brings the following additional intelligence: The Varuna was sunk; about one hundred men were killed and wounded; ships all ready for another fight. No obstructions on the way to New Orleans. Eleven confederate vessels sunk and burnt in passing the forts. General Butler is about to land men the back way, six miles above the forts. No officers killed or wounded. Soldiers captured miserably armed and without ammunition.

Commander Porter's detailed report.

UNITED STATES STEAMER HARRIET LANE,
Forts Jackson and St. Philip, April 30, 1862.

SIR: I have the honor to lay before you a report of the proceedings of the mortar flotilla under my command since the day the vessels entered the Mississippi river.

On the 18th of March all the mortar fleet crossed "Pass à l'Outre" bar, towed by the Harriet Lane, Owasco, Westfield, and Clifton, the two latter having arrived that morning. I was ordered by Flag-Officer Farragut to proceed to Southwest Pass, which I accordingly did; there we awaited orders, being at any moment ready to go to work on the forts.

As yet only the Brooklyn and Hartford had crossed the bar, a short time after the Richmond passed over, and then the Mississippi and the Pensacola came from Ship island to try their hand at getting through; there was not at the time a great depth of water, and their pilots were not at all skilful or acquainted with the bar. I volunteered my services with the steamers belonging to the mortar flotilla, and, after eight days' laborious work, succeeded in getting the ships through and anchored them at Pilot Town. I do not hesitate to say, but for the exertions of Commander Renshaw, Lieutenant Commanding Baldwin, and Lieutenant Commanding Wainwright, that the two latter ships would never have got inside; the Miami, Lieutenant Commanding Harrell, also rendered assistance, but as his vessel was an unmanageable one, he could do no more than act as a stream anchor to heave the ships ahead by.

Too much praise cannot be awarded to the commanders of the Westfield and Clifton (Renshaw and Baldwin) for the exertions they displayed on this occasion; they knew that the success of the expedition depended on getting these ships over, and they never once faltered in their duty, working against adverse circumstances, and impeded by a fog of eight days' duration, which obscured a vessel at the distance of fifty yards; the Harriet Lane also did all she could with her small power, and in the end the united power of these vessels succeeded in getting over the bar the heaviest vessels that ever entered the Mississippi river.

When the ships were all ready to move up, I directed Mr. Gerdes (assistant on the Coast Survey) to proceed in the Sachem and make a minute survey from "Wiley's Jump" up to the forts. He detached Mr. Oltmanns and Mr. Harris, the first an assistant on the Coast Survey, the latter sent out by the superin-

tendent (Mr. Archibald Campbell) of the northwestern boundary, to perform what might be required of him; the work was performed in boats; Lieutenant Commanding Guest, in the Owasco, being detailed by me for the purpose of protecting them. These two gentlemen, Messrs. Harris and Oltmanns, performed their duty most admirably: in three days they had surveyed and triangulated over seven miles of the river, their observations taking in Forts Jackson and St. Philip; much of this time they were under fire from shot and shell at a distance of 2,600 yards, and were exposed to concealed riflemen in the bushes. On one occasion Mr. Oltmanns was fired upon from the bushes while surveying in one of the Owasco's boats, one of the balls striking an oar, but the boat's crew drove the enemy off with their rifles, and Mr. Oltmanns proceeded with his work, establishing the positions the mortar vessels were to occupy with great coolness and precision. I deem it due to these gentlemen to mention their names honorably as a tribute to the Coast Survey—the utility of which is not properly appreciated—and as a mark of high satisfaction with them for their invaluable services.

The survey being completed, and marked positions being assigned to the vessels when their distance from the fort could be known to a yard, I brought up three of the schooners to try their range and durability at a distance of three thousand yards. I found the range satisfactory, and had no reason to doubt the durability of the mortar beds and foundation. I received but little encouragement from any one about the success of the mortars, it having been confidently predicted that "the bottoms of the schooners would drop out at the tenth fire." I had no doubts myself about the matter, having perfect confidence in the schooners. Lieutenant Commanding John Guest guarded the Coast Survey party while they were employed, returning the enemy's fire whenever he thought he could do so with effect.

On the 16th Flag-Officer Farragut moved up the fleet, and I was told to commence operations as soon as I was ready. The schooners sailed up partly or were towed by the steamers, and on the morning of the 18th they had all reached their positions ready to open fire. Previous to taking their places I had directed the masts to be dressed off with bushes, to make them invisible to the enemy and intermingle with the thick forest of trees and matted vines behind which they were placed; this arrangement proved to be an admirable one, for never once during the bombardment was one of the vessels seen from the forts, though their *approximate* position was known. As the bushes were blown away during the bombardment they were renewed, and the masts and ropes kept covered from view. The place I selected for the mortar vessels was under the lee of a thick wood closely interwoven with vines, and presenting in the direction of Forts Jackson and St. Philip an impenetrable mass for three hundred yards, through which shot could scarcely pass. From our mastheads the forts could be plainly seen, though observers there could not see us in return. The head vessel of the first division, Lieutenant Commanding Watson Smith, was placed at this point, 2,850 yards from Fort Jackson, 3,680 from St. Philip; the vessels were then dropped in a line close to each other, their positions having been marked by the Coast Survey party, and Messrs. Oltmanns and Harris superintending personally that each one was acquainted with the proper distance. Next to Lieutenant Commanding Smith's division of seven vessels (Norfolk Packet, Lieutenant Commanding Watson Smith; Oliver H. Lee, Acting Master Washington Godfrey; Para, Acting Master Edward G. Furber; C. P. Williams, Acting Master Amos R. Langthorne; Arletta, Acting Master Thomas E. Smith; William Bacon, Acting Master William P. Rogers; Sophronia, Acting Master Lyman Bartholomew) was placed the six vessels of the third division, under Lieutenant Commanding K. R. Breese, (John Griffith, Acting Master Henry Brown; Sarah Bruen, Acting Master Abraham Christian; Racer, Acting Master Alvin Phinney; Sea Foam,

Acting Master Henry E. Williams; Henry James, Acting Master Lewis W. Pennington; Dan. Smith, Acting Master George W. Brown,) and one vessel, the Orvetta, Acting Master Blanchard, all lying in line close together.

All the vessels mentioned were anchored and secured to spring their broadsides, as occasion might require In the meantime Lieutenant Commanding John Guest was sent ahead in the Owasco to clear the bushes of riflemen which had been found to lurk there, and cover the vessels from the fire of the forts when it should open; the Westfield, Clifton, and Miami being engaged in towing the vessels to their posts.

I placed six vessels of the second division, under command of Lieutenant W. W. Queen, on the northeast shore of the river, the headmost one 3,680 yards from Fort Jackson, to which the division was directed to turn its attention. The following vessels and acting masters composed this division:

T. A. Ward, W. W. Queen, commanding second division.
M. J. Carlton, Charles E. Jack, acting master.
Matthew Vasser, Hugh H. Savage, acting master.
George Mangham, John Collins, acting master.
Orvetta, Francis E. Blanchard, acting master.
Sydney C. Jones, J. D. Graham, acting master.

When the divisions were all placed signal was made to "commence action," and they opened in order, each one firing every ten minutes. The moment the mortars opened Forts Jackson and St. Philip responded with all their guns that could bear, but for some time did not appear to get the right range; the hulls of the vessels on the northeast shore, being covered with reeds and willows, deceived them somewhat, though their shot and shell went over. The fire of the enemy was rapid, and, as the shell and shot began to grow rather hot, I sent to the flag-officer, asking that some of the gunboats should be sent to draw their fire. For one hour and fifty minutes Lieutenant Commanding Guest had, at the head of the mortar fleet, borne the fire of the forts uninjured, and only left there to get a supply of ammunition. After I went on board his vessel and ordered him to retire, the mortar vessels having been reinforced by the gunboats sent up by the flag-officer, by midday the fire on the vessels on the northeast shore (Lieutenant Commanding Queen's division) became so rapid, and the shot and shell fell so close, that I went on board to move them. One large 120-pound shell had passed through the cabin and damaged the magazine of Lieutenant Commanding Queen's vessel, the T. A. Ward, coming out near the water-line, her rigging was cut, and shot flying over her fast. The George Mangham, Acting Master John Collins, had received a 10-inch shot near her water-line, so I moved them both (contrary to the wishes of the officers) two hundred yards further astern, throwing the enemy out of his range, which he did not discover for two or three hours. At five o'clock in the evening the fort was discovered to be in flames, and the firing from the enemy ceased. We afterwards learned that the citadel had been fired by our bomb-shells, and all the clothing of the troops and commissary stores had been burnt up, while great distress was experienced by the enemy owing to the heat and danger to the magazine. Had I known the extent of the fire, I should have proceeded all night with the bombardment; but the crews had had nothing to eat or drink since daylight. I knew not how much the mortar beds and vessels might have suffered. Night firing was uncertain, as the wind had set in fresh, and not knowing how long a bombardment I might have to go through with, I deemed it best to be prudent. A little after sunset I ordered the firing to cease, and made the only mistake that occurred during the bombardment. The fire in the forts blazed up again at night, but I thought it one of the fire-rafts they lighted up every night at the fort.

The first and third divisions, under Lieutenants Commanding Smith and Breese, acquitted themselves manfully that day, and though the shot and shell

fell thick about them behaved like veterans. We fired on this day over 1,400 shell, many of which were lost in the air, owing to bad fuses. No accident of any kind occurred from careless firing, and after a careful examination the vessels and mortar-beds were found to be uninjured. On that night, at two o'clock, I ordered Lieutenant Commanding Queen to drop out of the line of fire, and I placed him on the south shore, in a safer and closer position, though not one where he could work to such advantage, the fort being plainly visible from his late position, and the effect of the shells could be more plainly noted. On the south shore the pointing of the mortars could only be done from sights fixed to the mastheads, and many curious expedients were resorted to to obtain correct firing, expedients very creditable to the intelligence of the commanders of the vessels. We heard afterwards that our first day's firing had been more accurate than that of any other day, though it was all good.

On the morning of the 19th we opened fire on the enemy again, when he tried his best to dislodge us from behind our forest protection without effect; our fire was kept up as rapidly as the men could carefully and properly load, the enemy returning it with what heavy guns he could bring to bear on us, most of his shot going over us amongst the shipping and gunboats, which were on guard and employed drawing the fire away from us. About nine o'clock in the second morning the schooner Maria J. Carleton, Charles Jack, master, was sunk by a rifle shell passing down through her deck, magazine, and bottom. I happened to be alongside at the time and had nearly all the stores saved, also the arms. As she went down the mortar was fired at the enemy for the last time, and that was the last of the "Carleton." We hauled her on to the bank when we found that she was sinking, and were thus enabled to save many of her stores; but she finally slipped off the bank into deeper water, and nothing was left visible but her upper rail. Two men were wounded in the Carleton. Acting Master Charles Jack came out in this vessel from New York; he lost his mainmast in a gale off Cape Hatteras, but persevered until he arrived in Key West, and sailed with the flotilla to Ship island. He went through another gale, but got into port safe. He was almost always up with the rest in working up the river under sail with his one mast; and when his vessel sunk he volunteered his services on board the vessel of Lieutenant Commanding Queen, to whose division he belonged. On the second day the firing from the forts was rather severe on the masts and rigging of the first division. I wanted to remove them a little further down, but was prevented from doing so at the request of Lieutenant Commanding Smith, who seemed determined not to withdraw until something was sunk. He had one man killed in the "Arletta," Acting Master Smith, by a ten-inch shot striking between the stop of the mortar bed and the mortar, which disabled it for a time only; it was repaired in two or three hours, the men meanwhile under fire, without any occupation to keep up their interest. One or two men were wounded this day. We had another conflagration in the fort, the shells having set fire to some quarters put up for officers on the north-west angle of the works; they were all consumed. The firing seemed to be good this day, though some said the shells went over, and others said they fell short. The proof of accuracy was that the batteries were silenced every time the shells were concentrated on any one point. The fuses being so bad, I gave up the plan of timing them, and put in *full-length fuses*, to burst after they had entered the ground. In some respects this was disadvantageous, but we lost but few by bursting before time in the air. The ground being wet and soft, the shells descended 18 and 20 feet into the ground, exploding after some time, lifted the earth up, and let it fall back into its place again, not doing a great deal of harm, but demoralizing the men, who knew not what the consequences might be. The effect, I am told, was like that of an earthquake. When the shells hit the ramparts they did their work effectually, knocking off large pieces of the parapet and shattering the casemates. On the third and fourth day the

ammunition on board began to grow short, and the steamers had to be sent down to bring it up, the boats of the squadron also assisting all they could, in the strong current, to supply the vessels. The steamers laid close to the mortar vessels while the shot and shell were flying all about; but, strange to say, not a vessel was struck, though I expected to see some of them injured. The employment of them in that way could not be avoided. Everything was conducted with the greatest coolness, and the officers and men sat down to their meals as if nothing was going on—shells bursting in the air and falling alongside, and shot and rifle shell crashing through the woods and tearing the trees up by the roots. On the fifth day the fire from the forts on the head of the first division was very rapid and troublesome. One hundred and twenty-five shots fell close to the vessels in one hour and thirty minutes, without, however, doing them any damage beyond hitting the Para, the headmost vessel, and cutting up the rigging and masts. The fire of the enemy had been attracted to the mastheads of one of the large ships which had been moved up, and which they could see over the woods. I deemed it prudent to move three of them two or three lengths, much to the annoyance of the officers, who seemed indisposed to yield an inch. Still, my duty was to look out for the vessels and not have them destroyed. The Norfolk Packet got a piece of a shell through her decks, and had her rigging and crosstrees cut away, and one man wounded. For three days and nights the officers and men had had but little repose and but few comfortable meals, so I divided the divisions into three watches of four hours each, firing from one division about 168 times a watch, or altogether, during 24 hours, 1,500 shell. This I found rested the crews and produced more accurate firing. Overcome with fatigue, I had seen the commanders and crews lying fast asleep on deck, with a mortar on board the vessel next to them, thundering away and shaking everything around them like an earthquake. The windows were broken at the Balise, thirty miles distant. It would be an interminable undertaking, sir, if I were to attempt to give a minute account of all the hard work performed in the flotilla, or mention separately all the meritorious acts and patient endurance of the commanders and crews of the mortar vessels. *All* stuck to their duty like men and Americans; and though some may have exhibited more ingenuity and intelligence than others, yet the performance of all commanded my highest admiration. I cannot say too much in favor of the three commanders of divisions, Lieutenants Watson Smith, W. W. Queen, and K. R. Breese. I can only say I would like always to have them at my side in times of danger and difficulty. They were untiring in their devotion to their duties, directing their officers, who could not be supposed to know as much about their duties as they did. I left the entire control of these divisions to themselves, trusting implicitly that they would faithfully carry out the orders which I had given them previous to the bombardment, and knowing that no powder or shell would be thrown away if they could help it. The end justified my confidence in them. During a bombardment of six days they were constantly exposed to a sharp fire from heavy guns. If they sustained no serious damage to their vessels it was no fault of the enemy, who tried his best to destroy them, and who, after I had withdrawn the vessels of Lieutenant Commanding Queen from a very exposed position, reported that he had sunk them.

After bombarding the fort for three days I began to despair of taking it, and, indeed, began to lose my confidence in mortars, but a deserter presented himself from Fort Jackson, and gave me such an account of the havoc made by our mortar practice that I had many doubts at first of his truth; he represented hundreds of shells falling into the fort, casemates broken in, citadel and outbuildings burnt, men demoralized and dispirited, magazine endangered, and the levee cut; we went to work with renewed vigor, and never flagged to the last.

On the night of the 20th an expedition was fitted out, under Commander Bell, for the purpose of breaking the chain; it was composed of the gunboats Pinola

and Itasca; it was arranged that *all* the mortars should play upon the fort while the operation was going on, which they did as fast as they could safely load and fire, 9 shells being in the air frequently at one time. The vessels were discovered, and the forts opened fire on them at a distance of three and eight hundred yards. Lieutenant Crosby informed me that but for the rapid and accurate fire of the mortars the gunboats would have been destroyed. The mortars silenced the batteries effectually, and Colonel Higgins ordered the men into the casemates, where they were in no way loth to go. These facts have been obtained from prisoners. The Itasca, Lieutenant Caldwell, slipped the chain of one vessel, and was swept ashore by the current, when the Pinola, Lieutenant Commanding Crosby, got her off, both remaining in that position over 30 minutes, though seen by the enemy and seldom fired at.

On the 23d I urged Flag-Officer Farragut to commence the attack with the ships at night, as I feared the mortars would not hold out, the men were almost overcome with fatigue, and our supply ships laid a good way off. The enemy had brought over two heavy rifle guns to bear on the head of our line, and I was aware that he was daily adding to his defences and strengthening his naval forces with iron-clad batteries. The 23d was appointed, but the attack did not come off. I had fortunately dismounted with a shell, on that day, the heaviest rifle gun they had on St. Philip, breaking it in two, and it annoyed us no more. I did not know it at the time, but thought the ammunition had given out. On the 23d the order was given to move at 2 o'clock in the order which the flag-officer will mention in his report. The steamers belonging to the mortar flotilla were assigned the duty of enfilading a heavy water battery of six guns and the barbette of guns which commanded the approach to the forts; and the mortars having obtained good range during the day were to try and drive the men from the guns by their rapid fire, and bursting shell over the parapets. The flotilla steamers, composed of the Harriet Lane, Lieutenant Commanding Wainwright, leading; Westfield, Commander Renshaw; Owasco, Lieutenant Commanding Guest; Clifton, Lieutenant Commanding Baldwin, and Miami, Lieutenant Commanding Harrell, moved up, (when the flag-officer lifted his anchor,) 70 fathoms apart, and took position under the batteries; the leading vessel 500 yards off, the others closing up as the fire commenced. Then, as soon as the Hartford, Brooklyn, and Richmond passed, they opened with shrapnell on the forts, having received the fire ten or fifteen minutes before replying to it. As the fire was high, and they were close in shore, nearer the forts than the enemy supposed, they occupied, as it turned out, a safer position than the vessels further out, there being only one killed and one wounded on board the Harriet Lane, while the other steamers remained untouched. The commanders of all the vessels on this occasion did their duty, coolly kept their vessels close up, fired rapidly and accurately, and the signal was not made to retire until the last vessel of our gallant squadron passed through the flames, which seemed to be literally eating them up; every man, spar, or rope was plainly seen amid the light, and every movement of the ships noted; that last vessel, the gallant Iroquois, would provokingly linger and slow her engines opposite the forts to give the rebels a taste of her formidable battery When she also disappeared in the smoke our signal was hung out to retire, our duty having been accomplished, and the fort turning its entire attention to our little force. It could not, however, do us much harm, as the rain of mortar shells almost completely silenced them; never in my life did I witness such a scene, and never did rebels get such a castigation. Colonel Higgins ordered the men from the batteries into the casemates to avoid the mortar shells, which fell with particular effect on that night, while grapeshot and shrapnell from the ships gave them but few opportunities to fire from their casemates. The ships had gone by, the back bone of the rebellion was broken, the mortars ceased their fire, and nothing was heard for a time but the booming of guns as our fleet went flying up the river, scattering the enemy's gunboats

and sinking them as they passed. We all sat down to rest and speculate on the chances of seeing our old friends and brother officers again.

I was very hopeful myself, for I knew that the enemy had been too much demoralized during the last week by mortar practice to be able to stand against the fire of our ships. I gave the ships, when they started, forty-five minutes to pass the forts; they were only seventy from the time they lifted their anchors. I lost the services of a well-armed and useful vessel, the Jackson, for the attack on the batteries. Her commander, Lieutenant Commanding Woodworth, during the affair was appointed to tow the Portsmouth ahead of the mortar steamers, but was carried down the stream. He persisted, however, in taking her into her berth after the battle was over and the steamers had retired, and anchored her, I believe, within nine hundred yards of the fort. His reception and that of the Portsmouth was a warm one, for the east batteries opened on them; and, after escaping miraculously, the Portsmouth, with some shots in her hull and rigging and one or two killed and wounded, coolly drifted out from under the guns and took her old position. Had the rebels not been overcome with despair she would have fared badly.

Immediately on the passage of the ships I sent Lieutenant Commanding Guest up with a flag of truce, demanding the surrender of the forts. The flag of truce was fired on, but apologized for afterwards. The answer was, "The demand is inadmissible." Giving the men that day to rest, I prepared to fill up the vessels with ammunition and commence the bombardment again. Having in the meantime heard from Flag-Officer Farragut that he had safely passed the batteries, I determined to make another attempt on these deluded people in the forts to make them surrender, and save the further effusion of blood. Flag-Officer Farragut had unknowingly left a troublesome force in his rear, consisting of four steamers and a powerful steam battery of four thousand tons and sixteen heavy guns, all protected by the forts. I did not know in what condition the battery was, only we had learned that she had come down the night before, ready prepared to wipe out our whole fleet. If the enemy counted so surely on destroying our whole fleet with her, it behooved me to be prudent, and not let the mortar vessels be sacrificed like the vessels at Norfolk. I commenced, then, a bombardment on the iron-clad battery, supposing it lay close under Fort Jackson, and also set the vessels to work throwing shells into Fort Jackson again, to let them know that we were still taking care of them; but there was no response: the fight had all been taken out of them. I sent the mortar vessels below to refit and prepare for sea, as also to prevent them from being driven from their position in case the iron battery came out to attack them. I felt sure that the steamers alone could manage the battery Six of the schooners I ordered to proceed immediately to the rear of Fort Jackson and blockade all the bayous, so that the garrison could not escape or obtain supplies. I sent the Miami and Sachem to the rear of Fort St. Philip, to assist in landing troops. These vessels all appeared at their destination at the same time, and when morning broke the enemy found himself hemmed in on all sides. It was a military necessity that we should have the forts. Our squadron was cut off from coal, provisions, and ammunition; our soldiers had but little chance to get to New Orleans through shallow bayous; the enemy in the city would hesitate to surrender while the forts held out; communication was cut off between them, and neither party knew what the other was willing to do. So I demanded a surrender again, through Lieutenant Commanding Guest, offering to let them retain their side-arms and engage not to serve against the United States during the rebellion until regularly exchanged, provided they would honorably deliver up, *undamaged*, the forts, guns, muskets, provisions, and all munitions of war, the vessels under the guns of the fort, and all other public property. The answer was civil, and hopes were held out that, after being instructed by the authorities of New Orleans, they would surrender. In the meantime their men

became dissatisfied at being so surrounded; they had no hope of longer holding out with any chance of success, and gave signs of insubordination. One the 28th a flag of truce came on board the Harriet Lane, proposing to surrender Jackson and St. Philip on the terms proposed, and I immediately proceeded to the forts, with the steamers Westfield, Winona, and Kennebec in company, and sent a boat for General Duncan and Lieutenant Colonel Higgins, and such persons as they might see fit to bring with them. These persons came on board, and, proceeding to the cabin of the Harriet Lane, the capitulation was drawn up and signed, the original of which I have had the honor of forwarding to the department by Captain Bailey, no opportunity occurring to send it through Flag-Officer Farragut, without loss of time. The officers late commanding the forts informed me that the vessels would not be included in the capitulation, as they (the military) had nothing to do with the naval officers, and were in no way responsible for their acts. There was evidently a want of unanimity between the different branches of the rebel service. I afterwards found out that great ill-feeling existed, the naval commander having failed, in the opinion of the military, to co-operate with the forts; the true state of the case being that they were both sadly beaten, and each laid the blame on the other. While engaged in the capitulation an officer came below and informed me that the iron floating battery (the Louisiana) had been set on fire by two steamers which had been lying alongside of her. This was a magnificent iron steam floating battery of four thousand tons and mounting sixteen heavy guns, and perfectly shot-proof. She had been brought down from New Orleans the day before, and on it the hopes of their salvation seemed to depend, as will appear by the following letter from General Duncan, taken in the fort:

FORT JACKSON, *Louisiana, April* 22, 1862.

CAPTAIN: Your note of this date relative to the steamer Louisiana, the forwardness of her preparations for attack, the dispositions to be made of her, &c., has been received.

It is of vital importance that the present fire of the enemy should be withdrawn from us, which you alone can do. This can be done in the manner suggested this morning, under the cover of our guns, while your work on the boat can still be carried on in safety and security. Our position is a critical one, dependent entirely on the powers of endurance of our casemates, many of which have been completely shattered, and are crumbling away by repeated shocks, and therefore I respectfully, but earnestly, again urge my suggestions of this morning upon your notice. Our magazines are also in danger.

Very respectfully, your obedient servant,

J. K. DUNCAN,
Brigadier General.

Captain J. K. MITCHELL,
Commanding Naval Forces Lower Mississippi River.

I was in hopes of saving this vessel as a prize, for she would have been so materially useful to us in all future operations on the coast, her batteries and strength being sufficient to silence any fort here, aided by the other vessels. Seeing her lying so quiet, with colors down and the two steamers under our guns, I never dreamed for a moment that they had not surrendered. The forts and ourselves had flags of truce flying, and I could not make any movement without violating the honor of the United States and interrupting the capitulation which was being drawn up. The burning of the vessels was done so quietly that no one suspected it until the battery was in a blaze. I merely remarked to the commanders of the forts that the act was in no way creditable to the rebel commander. The reply was, "we are not responsible for the acts of these naval officers." We proceeded with the conference, and while so en-

gaged an officer came to inform me that the iron clad battery was all in flames and drifting down on us, having burnt the ropes that had fastened her to the bank. I inquired of the late commanders of the forts if they knew if the guns were loaded, or if she had much powder on board. The answer was, "I presume so, but we know nothing about the naval matters here." At this moment the guns, being heated, commenced going off, with a probability of throwing shot and shell amidst friend and foe. I did not deign to notice it further than to say to the military officers, "if you don't mind the effects of the explosion which is soon to come, we can stand it." If the ever memorable Commander Mitchell calculated to make a stampede in the United States vessels by his infamous act he was mistaken; none of them moved or intended to move, and the conference was carried on as calmly as if nothing else was going on, though proper precautions were taken to keep them clear of the burning battery. A good Providence, which directs the most unimportant events, sent the battery off towards Fort St. Philip, and as it got abreast of that formidable fort it blew up with a force which scattered the fragments in all directions, killing one of their own men in Fort St. Philip, and when the smoke cleared off it was nowhere to be seen, having sunk immediately in the deep water of the Mississippi. The explosion was terrific, and was seen and heard for many miles up and down the river. Had it occurred near the vessels it would have destroyed every one of them. This, no doubt, was the object of the arch traitor who was the instigator of the act. He failed to co-operate, like a man, with his military confederates, who looked to the means he had at his disposal to save them from destruction, and who scorned alike his want of courage in not assisting them, as well as the unheard of and perfidious act which might, in a measure, have reflected on them.

How different was the course of the military commanders, who, though engaged in so bad a cause, behaved honorably to the end. Every article in the fort was delivered up undamaged. Nothing was destroyed, either before the capitulation or while the capitulation was going on, or afterwards. The most scrupulous regard was paid to their promises. They defended their works like men, and had they been fighting for the flag under which they were born instead of against it, it would have been honor enough for any man to have said he had fought by their side.

After the capitulation was signed, I sent Commander W. B. Renshaw to Fort Jackson, and Lieutenant Commanding Ed. Nichols to Fort St. Philip, to receive the surrender of the forts. The rebel flag was hauled down and the stars and stripes once more floated over the property of the United States. The sun never shone on a more contented and happy looking set of faces than those of the prisoners in and about the forts. Many of them had not seen their families for months, and a large portion had been pressed into a service distasteful to them, subject to the rigor of a discipline severe beyond measure. They were frequently exposed to punishments, for slight causes, which the human frame could scarcely endure, and the men who underwent some of the tortures mentioned on a list of punishments I have in my possession must have been unable afterwards to do any duty for months to come. Instead of the downcast countenances of conquered people, they emerged from the fort (going home on their parole) like a parcel of happy school boys in holiday times, and no doubt they felt like them also.

When the flags had been exchanged I devoted my attention to Commander Mitchell, who was lying a half mile above us with three steamers, one of which he had scuttled. Approaching him in the Harriet Lane, I directed Lieutenant Commanding Wainwright to fire a gun over him, when he lowered his flag. I then sent Lieutenant Commanding Wainwright on board to take possession and receive the unconditional surrender of the party, consisting of fourteen naval officers and seven engineers, temporarily appointed; the crew of the iron-clad battery con-

sisted of three hundred men and two companies of marine artillery, nearly all from civil life, and serving much against their will, so they said. Commander Mitchell and the other naval officers were transferred to the Westfield as prisoners of war, and as soon as time would allow the marines and sailors were sent in one of the captured vessels to Flag-Officer Farragut, at New Orleans. The captured military officers were sent up to New Orleans on their parole; and thus ended the day on which the great Mississippi rejoiced once more in having its portals opened to the commerce of the world. The backbone of the rebellion was broken, and from the appearance and talk of the soldiers we might soon hope to see the people united again under the folds of the flag of the Union. While the capitulation was going on I sent the steamer Clifton down to bring up troops, and when General Phelps came up I turned the forts, guns, and munitions of war over to his keeping. My next step was to visit Forts Jackson and St. Philip. Never in my life did I witness such a scene of desolation and wreck as the former presented—it was ploughed up by the thirteen-inch mortars, the bombs had set fire to and burnt out all the buildings in and around the fort; casemates were crushed and were crumbling in, and the only thing that saved them were the sand bags that had been sent from New Orleans during the bombardment, and when they began to feel the effects of the mortars. When the communication was cut off between them and the city this resource of sand-bags could avail them no longer. It was useless for them to hold out; a day's bombardment would have finished them; they had no means of repairing damages; the levee had been cut by the thirteen-inch bombs in over a hundred places; and the water had entered the casemates, making it very uncomfortable, if not impossible, to live there any longer. It was the only place the men had to fly to out of reach of the bombs. The drawbridge over the moat had been broken all to pieces, and all the causeways leading from the fort were cut and blown up with bomb-shells, so that it must have been impossible to walk there or carry on any operations with any degree of safety. The magazine seems to have been much endangered, explosions having taken place at the door itself, all the cotton bags and protections having been blown away from before the magazine door. Eleven guns were dismounted during the bombardment, some of which were remounted again and used upon us. The walls were cracked and broken in many places, and we could scarcely step without treading into a hole made by a bomb-shell; the accuracy of the fire is, perhaps, the best ever seen in mortar practice; it seems to have entirely demoralized the men and astonished the officers. A water battery, containing six very heavy guns, and which annoyed us at times very much, was filled with the marks of the bombs, no less than 170 having fallen into it, smashing in the magazine, and driving the people out of it. On the night of the passage of the ships this battery was completely silenced, so many bombs fell into it and burst over it. It had one gun in it, the largest I have ever seen, made at the Tredegar works. I would not pretend to say how many bombs fell in the ditches around the works, but soldiers in the forts say about three thousand; many burst over the works, scattering the pieces of shell all around. The enemy admit but fourteen killed and thirty-nine wounded by the bombardment, which is likely the case, as we found but fourteen fresh graves, and the men mostly stayed in the casemates, which were three inches deep with water and very uncomfortable. Many remarkable escapes and incidents were related to us as having happened during the bombardment. Colonel Higgins stated an instance where a man was buried deep in the earth, by a bomb striking him between the shoulders, and directly afterwards another bomb exploded in the same place, and threw the corpse high in the air. All the boats and scows around the ditches and near the landing were sunk by bombs; and when we took possession the only way they had to get in and out of the fort to the landing was by one small boat to ferry them across. All the lumber, shingles, and bricks used in building or repairs was scattered about in confusion

and burnt up, and every amount of discomfort that man could bear seemed to have been showered upon those poor deluded wretches.

I was so much struck with the deserted appearance of what was once a most beautiful spot, that I ordered Mr. Gerdes and his assistants on the coast survey to make me an accurate plan of all the works, denoting every bomb that fell, and (as near as possible) the injury the fort had sustained, every distance being accurately measured by tape-line and compass, and the comparative size of fractures noted. The work has been executed with great zeal and accuracy, though it will only give a faint idea of the bombs that fell about the fort; many are lost sight of in the water, which has been let in by the cut levees; many burst over the fort; but enough have been marked to indicate the wonderful precision o fire and the endurance of the forts. Had the ground been hard instead of being soft mud, the first day's bombardment would have blown Fort Jackson into atoms; as it is, it is very much injured, and will require thorough repair before it can be made habitable.

Fort St. Philip received very little damage from our bombs, having fired at it with only one mortar, and that for the purpose of silencing a heavy rifled gun which annoyed us very much; we were fortunate enough to strike it in the middle, and break it in two, and had not much more annoyance from that fort; two guns were capsized by a bomb at one time, but without injuring them; they were soon replaced; some trifling damage was done to the works, though nothing to affect the efficiency of the batteries; it was from Fort St. Philip that our ships suffered most, the men and officers there having had, comparatively, an easy time of it. I felt sure that St. Philip would surrender the moment Jackson hauled down the secession flag, and consequently directed all the attention of the mortar schooners to the latter fort. The final result justified me in coming to this conclusion.

I trust that you will excuse me, sir, for dwelling so minutely on matters relating to this important victory, though I have endeavored to make my report as short as possible.

Every little incident in this ever to be remembered drama will be interesting to the true lovers of our Union, who will rejoice over the fact that the great river which is the main artery of our country is once more in our possession, and that we may soon hope to see the stars and stripes floating over every hut and hamlet along its banks. It only remains for me, sir, to do justice to the officers who have been under my command during this arduous and sometimes unpleasant service. Commander Renshaw, Lieutenant Commanding Guest, Lieutenant Commanding Wainwright, Lieutenant Commanding Harrell, Lieutenant Commanding Baldwin, Lieutenant Commanding Woodworth, are the officers commanding steamers connected with the flotilla. Their duties were various and arduous—towing, supplying, and getting under the guns of the fort when opportunities offered, or they were permitted to expose their vessels. In the attack on the water batteries Lieutenant Commanding Wainwright commanded the Harriet Lane (as I noticed) coolly and bravely; and his officers and crew did their duty, all the vessels lying quietly under the heavy fire for fifteen minutes, until it was time to open their batteries, which they did with effect, until the time came to retire. Commander Renshaw made his rifle gun tell with effect, keeping his vessel in close order. Lieutenant Commanding Guest, with his zealous crew, who had fired over 200 shell at the forts at different times, kept his shell flying as fast as usual, bursting (as I witnessed) with good effect in the midst of the batteries. Lieutenant Commanding Baldwin, who I have always found ready for any duty, no matter how arduous or thankless, was in no way behind any one; his heavy battery of nine-inch and thirty-two-pounders rattled through the outer works of the fort, helping to keep Jackson quiet while our heavy ships were forcing their way through logs chained together, fire rafts, rams, to say nothing of the enemy's gunboats, iron batteries,

and forts built to dispute the passage of any fleet which might be sent against them. The steamer Jackson, Lieutenant Commanding Woodworth, towed the Portsmouth gallantly into fire, though his position was more gallantly than wisely taken; he was fortunate that his vessel and the Portsmouth were not cut to pieces. I have been so struck with the energy and zeal of Lieutenants Commanding Woodworth and Baldwin, that I hope the Navy Department will reward them by reappointing them as permanent officers in the service, (if they will accept it,) for while the navy is composed of such men it will never be defeated in equal contests. Lieutenant Commanding Harrell, of the Miami, has had under his command a most wretched and unmanageable vessel, and has not had an opportunity to do himself full justice; he was always ready to do any service required of him, and on the night of the attack, with the rest, worked his battery with effect. As soon as the forts had been passed, on account of his light draught, I sent him to co-operate with General Butler in landing troops outside. which duty he performed to my entire satisfaction.

If the efforts of the mortar flotilla have not met your expectations in reducing the forts in a shorter time, it must be remembered that great difficulties existed, first in the soil, which allowed the bombs to sink at least twenty feet, by measurement, before exploding, the difficulty of seeing the fort, as it is not much above the surrounding bushes, and the endurance of the casemates, which were deeply covered with earth, and better constructed than supposed; but I am firmly of opinion that the moral effect of this bombardment will go far towards clearing all forts of rebels, and I draw attention to the case of Fort Livingston, which held out a flag of truce the moment three mortar vessels appeared before it. Flag-Officer Farragut has ordered me to repair to Ship island to await the arrival of the larger vessels, but not to commence any operations until he arrives.

I herewith enclose the reports of the commanders of steamers in relation to the conduct of those under their command.

I have the honor to remain, very respectfully, your obedient servant,

DAVID D. PORTER,
Commanding Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Commander W. B. Renshaw, United States Steamer Westfield.

UNITED STATES STEAMER WESTFIELD,
Mississippi River, May 5, 1862.

SIR: Agreeably to your order, I have the honor to submit the following report of the operations of the United States steamer Westfield, under my command, since her arrival in the Mississippi river.

Upon our reaching Pass à l'Outre, on the morning of the 18th of March, I had the honor of reporting my arrival to you in person, and by your order at once proceeded to tow the mortar schooners inside the bar. From that date until the 13th day of April we were constantly engaged towing and assisting in getting the United States ships Mississippi and Pensacola over the bar at Southwest Pass.

On the 13th, while engaged covering the Coast Survey party, who were triangulating the river, you joined us with the Harriet Lane and other vessels of the squadron, and ordered me to start ahead and endeavor to reach with our rifle shot two of the rebel gunboats that were below the point watching our motions. Two discharges of the rifle caused them to retire, and join some six

or eight of their squadron lying under the guns of Fort Jackson. We continued our advance, and soon brought the whole squadron within range of our 100-pounder rifle, when we again opened fire, and so successfully that (as I have since learned from prisoners) we broke the shaft of the gunboat Defiance, and otherwise so much crippled her that she was subsequently sunk by her crew. The forts having opened upon us, our signal of recall was made, and we returned to our station.

On the morning of the 17th our boats, together with those of the mortar flotilla, extinguished the fire, and towed on shore a large fire raft, and on the night of the 17th we ran alongside to windward of another large fire raft. We threw water from our force pumps upon it, and materially assisted in subduing the flames.

On the afternoon of the 18th, after assisting in towing the mortar schooners to their positions, I was directed by you to proceed up the river and drive off a steamer that menaced the head of our line of mortar vessels. The steamer fled upon our approach, but having reached a position that brought the forts in easy range of our rifle, we fired deliberately ten shots with that gun, many of which, I have reason to believe, took effect upon Fort St. Philip, the enemy at the same time throwing their rifle and 10-inch shot and shell thickly around us.

At 3.30 a. m. on the morning of the 21st we discovered another large fire raft, which we ran alongside of and assisted in extinguishing. From the 19th to the 24th instant we were engaged with the rest of the flotilla steamers in supplying the mortar schooners with ammunition.

On the morning of the 24th we got under way, in company with the flotilla steamers, led by yourself in the Harriet Lane, together with all the vessels of the squadron, for the attack on Forts Jackson and St. Philip. At 3.45 we opened fire with all our guns upon Fort Jackson at an estimated distance of 600 yards, and remained in this position until your signal was made to cease firing and retire from action.

I am happy to inform you that during this heavy cannonade this ship was not injured or a man hurt on board, owing to the fire of the enemy, from the face of the fort we engaged, having passed over us.

It also affords me the highest gratification to express my unqualified approbation and high appreciation of the bravery and zealous attention to duty of the officers and crew of the ship, whether engaged in our unremitting duties or when under fire of the enemy's guns.

During our operations against the forts we have expended thirty-five rifle shot and shell, eleven 9-inch shell, and seventeen 8-inch shell. Here let me state, sir, that upon the several occasions this ship has been under the fire of the forts, I have been constrained from using my very efficient rifled gun as frequently as I could have desired, in consequence of there being no more projectiles (than those we had on board) upon the station. I will also state that it was in accordance with your wishes that I was thus careful of the few shot and shell we had.

Permit me, in conclusion, to call your attention to the fact, in explanation of the seemingly small amount of ammunition we have expended, that upon all the occasions this ship has been engaged (save the action of the 24th ultimo) it was advantageous to fight her "head on," which prevented the use of all the guns except the rifle.

Respectfully submitted.

W. B. RENSHAW,
Commander United States Navy.

Commander D. D. PORTER,
Commanding Mortar Flotilla, Mississippi River.

Report of Lieutenant Commanding A. D. Harrell, United States Steamer Miami.

UNITED STATES STEAMER MIAMI,
Mississippi River, April 24, 1862.

SIR: I have the honor to report that, in obedience to your order, I weighed anchor at half-past 2 o'clock on the morning of the 24th instant, and took my assigned position in the line. At the proper time opened and continued fire upon Fort Jackson until ordered to discontinue.

I have pleasure in adding that officers and men did their whole duty, and although shot and shell passed over and fell thickly around us, we sustained no injury.

Very respectfully, your obedient servant,

A. D. HARRELL,
Lieutenant Commanding.

Commander D. D. PORTER,
Commanding Mortar Flotilla, Mississippi River.

UNITED STATES STEAMER MIAMI,
Mississippi River, May 3, 1862.

SIR: I have the honor to report that, in obedience to your order of the 24th ultimo, which I received immediately after the action of that morning, I received General Butler and staff on board, and proceeded to Pilot Town for the boats which I was ordered to procure.

After obtaining them, I immediately started to Isle au Breton bay, and there received on board one regiment of troops, which I landed at quarantine station, above and in the rear of Fort St. Philip. I continued conveying and landing troops until the forts surrendered. I then proceeded and landed seven hundred and fifty troops at New Orleans on the first instant.

Very respectfully, your obedient servant,

A. D. HARRELL,
Lieutenant Commanding.

Commander D. D. PORTER,
Commanding Mortar Flotilla, Mississippi River.

Report of Lieutenant J. M. Wainwright, commanding United States steamer Harriet Lane.

UNITED STATES STEAMER HARRIET LANE,
Mississippi River, April 25, 1862.

SIR: In obedience to your order, I beg leave to submit the following report of the part taken by this vessel in the action on the morning of the 24th instant, between the United States naval forces and the batteries of Forts Jackson and St. Philip.

At 1.30 a. m. all hands were called, in anticipation of the signal from the flag-ship to prepare to get under way, which was made at 2 a. m. Every preparation for a move being completed, we impatiently waited the moment when our turn would come.

In the meantime the vessels of the fleet were getting under way, and forming in their respective lines, the starboard under Captain Bailey, in the gunboat

Cayuga, leading. At 3.28 a. m., the fleet being all under way, and steaming up the river, signal was made to the steamers of the mortar flotilla to weigh anchor, and we stood up towards the forts, our duty being to take an enfilading position below the water battery of Fort Jackson.

At 3.45 a. m. the forts opened on the leading ships, and immediately thereafter the mortar vessels commenced, and at 3.50 were raining a rapid and continuous fire on the enemy such as has rarely before been witnessed.

The crew were now called to quarters, and we steamed rapidly up the river to take our appointed position. Shortly after we passed the head of the line of mortar vessels we found ourselves under the fire of the enemy, which was very hot, but most fortunately too high. It was not till 4.20 a. m. that our guns could be brought to bear, when we opened on them with shell and shrapnell.

At 4.30 a. m. a shot carried away one of the stanchions and a portion of the railing of the bridge between the wheel-houses, the fragments of which killed one man, and seriously wounded another stationed at the 9-inch gun, on the quarter-deck.

We retained our position within five hundred yards of Fort Jackson, firing as rapidly as possible, till 4.50 a. m., when the last vessel was seen to pass between the forts. The signal was then made to retire from action, and we stood down the river to our former anchorage, followed by the steamers of the mortar flotilla. At 4.55 a. m. four rockets were sent up, as a signal to the mortar vessels to cease firing, and shortly after we came to an anchor astern of them.

It gives me great pleasure to say that one and all the officers and crew of this vessel did their duty like men, and displayed commendable coolness under a heavy fire, which they were obliged to endure for some minutes before it could be returned. My especial thanks are due to the executive officer, Lieutenant Edward Lea, who had the general superintendence of the battery; Acting Masters Willis F. Munroe and Charles H. Hamilton, commanding the gun divisions, and Acting Master J. A. Hannum, in charge of the powder division, which was well and rapidly served; also to Acting Master George W. Sumner, an *elève* of the Naval Academy, attached to the Horace Beall, who volunteered for service, and gave me his valuable assistance in superintending the cutting of shrapnell, &c.

In conclusion, you must permit me to render the humble tribute of my admiration to the coolness, ability, and untiring zeal you have displayed during the arduous and perilous duty so gallantly performed for the last six days by the mortar flotilla. Such an example could not fail to inspire the confidence of those under your command in the glorious success which has attended their exertions, and which the result has proved to be so well founded.

I herewith enclose the report of the medical officer of the casualties which occurred on board this vessel.

I am, very respectfully, your most obedient servant,

J. M. WAINWRIGHT,
Lieutenant Commanding.

Commander DAVID D. PORTER,
Commanding Mortar Flotilla.

Report of Lieutenant commanding John Guest, United States Gunboat Owasco.

UNITED STATES STEAM GUNBOAT OWASCO,
Mississippi River, April 28, 1862.

SIR: In obedience to your instructions I submit this report:

At meridian on the 12th of April, the Owasco being at the head of the passes, by your order I got under way to protect the steamer Sachem, having on board

the Coast Survey party, under Mr. F. H. Gerdes, while making a reconnoissance of the river. On reaching our advanced squadron of gunboats, Commander S. P. Lee, senior officer, I reported to him that I was about to pass ahead for the purpose above indicated.

Captain Lee said the enemy were in large force, and he would follow with all the gunboats. As it was too late, when the Sachem got up to us, to work, we deferred proceeding till morning. In the meantime I advised you, sir, of the state of affairs, and next morning, shortly after I had commenced work, I had the satisfaction to see you pass me with all the steamers of the mortar flotilla, which doubtless prevented much annoyance from the enemy.

Clearing the bushes with canister from our howitzers, the surveyors, Messrs. Oltmanns and Bowie, landed in one of our boats and prosecuted their work without molestation.

On the 14th we resumed the work, and carried the triangulation well up to the forts on the right bank of the river, supported by the Westfield, Commander Renshaw. The surveyors were landed at the point desired, in the Owasco's gig, under charge of Master's Mate Thomas D. Babb. As the boat shoved off I observed three of the rebel steamers within gunshot, and, fearing they might fire upon our boat, I opened upon them. After firing four shells from the 11-inch gun and three from the rifled gun, the steamers moved up to the forts. At this moment some riflemen in the bushes fired at the gig boat, without hurting any one, although an oar was struck. Mr. Babb, with perfect composure, returned the fire from his boat. The surveying party, with equal coolness, put up their signals and took three angles, one hundred yards from the spot where they were fired at.

On the 15th, as the work had not been carried sufficiently high up on the left bank of the river, by your order I took the party up that side, followed by the Miami as a support.

After the surveyors had finished, finding myself within easy range of the forts, just before leaving I fired an 11-inch shell into Fort Jackson, to try their range. They fired twice in return, one of the shots passing over us and falling a quarter of a mile astern, the other just ahead of us.

Too much praise cannot be awarded Messrs. Oltmanns and Bowie for the intrepid and skilful manner in which they performed this service.

On the 16th the Owasco accompanied you in your experimental trial with three of the mortar schooners in trying the ranges on the forts from the left bank of the river. This day the enemy fired about twenty shots, but without effect.

On the 17th our boats, in charge of Mr. Babb, were employed in towing fire ships clear of the fleet.

On the 18th, at 6 a. m., we got under way, and soon received orders from you to proceed ahead of the bomb schooners, on the right bank, to clear the bushes of riflemen near the designated position of the mortar schooners. In obedience thereto we steamed close along the bank of the river until we arrived at a smokepipe of a sunken steamer, when the forts, at five minutes past nine, fired two shots at us, which I immediately returned from my 11-inch gun. This was followed by sharp firing from both forts.

Being within easy range of Fort Jackson, I directed my fire upon it and continued the action; twenty minutes after that the first mortar schooner opened, and after that at intervals, as fast as they could be got into position.

At 10 o'clock I was glad to see the Iroquois, Captain De Camp, come to my support, and after her the gunboats, one by one. The fire of the forts was dispersed among them, and was not so severe around us, although still quite sharp.

Previous to the appearance of the Iroquois, in the thickest of the firing, all on board the Owasco were much gratified at a visit from you, sir, when you came to tell us that you had asked that the gunboats of the fleet might be sent to our support.

We maintained our position for two hours and three-quarters, until we had expended our last shell, when we retired from action, by your order, having fired one hundred 11-inch shells, and thirty-seven shells from our rifled gun.

Went down immediately to the ordnance-ship Sportsman; filled up with ammunition; found there were no cartridges made; but my men cheerfully worked all night, cutting out and sewing up cylinders, and by next morning (the 19th) we were ready for action again.

Coming up with the bomb-fleet, and hearing you were on board the flag-ship, steamed up to our old position, and opened fire again on Fort Jackson. Fired fifty-five 11-inch shells, and twelve from the rifled gun.

The firing from the forts was very sharp. At this time I had another welcome visit from you, and retired, at your order, as it was thought 11-inch ammunition was running short, and it was desirable to keep it for closer distance.

By your permission I crossed the river to look for an anchor I had slipped the night before; but not finding it, I returned to my old position, near the smoke-pipe of the sunken steamer, and finding the three leading mortar schooners in great danger of being sunk by the enemy's fire, I delivered ten 11-inch shell to Fort Jackson, and then sought you to inform you of the fact. Having received orders to withdraw them for a time, I returned and delivered your order to Lieutenant Commanding Watson Smith, who executed it.

On the 20th, 21st, 22d, and 23d, we were engaged in supplying the mortar schooners with ammunition—very often under fire.

On the 24th, at 3.15 a. m., in the general attack, the Owasco took her position—the third in your line, by order—and followed your motions.

Opened with shrapnell at 4 a. m., and continued a deliberate fire until 4.45, taking care not to fire in the direction of our ships which were passing the forts.

At 4.45 observed your signal, "Retire from action," which we did.

Shortly afterwards, observing the Itasca running ashore, and smoke issuing from her, supposed her to be on fire. I immediately steamed alongside of her, with my fire-hose ready, when Captain Caldwell informed me he was not on fire, but had a shot through one of his boilers. Sent two boats' crews to her assistance.

At 9.30 a. m. I proceeded, by your order, with a flag of truce flying, to demand the surrender of Forts Jackson and St. Philip. When the Owasco reached a position within range, Fort Jackson fired two shots ahead of her.

I stopped the engine and sheered across stream; notwithstanding this, Fort St. Philip fired a shot at the Owasco, which passed over us.

I returned to report to you, sir, that they did not seem willing to receive a flag of truce; of course, I did not return the fire.

An hour afterwards a boat was seen coming from Fort Jackson with a flag of truce. I went to meet it, by your orders, and asked to be allowed to enter the rebel boat and take your demand to the commanding officer of the fort; but this was declined, and I delivered the demand for surrender to the officer who was sent to meet me. This officer apologized for firing upon the flag, saying there was some misunderstanding at Fort St. Philip, and the commanding officer immediately signalized not to fire, &c. I told him it made no difference.

When the boat returned from the fort the officer brought answer from the fort that your proposition to surrender was "inadmissible."

On the 25th, employed in clearing the river of men and boats, and means of giving information to the enemy, and carried orders to mortar schooners at Pilot Town.

On the 26th, employed reconnoitring; encountered a large iron ram and battery, disabled, floating down the river; boarded and examined it.

On the 27th, carried, under a flag of truce, your written demand for the surrender of the forts, and brought you the answer of the commanding officer.

Went to the head of the passes to overhaul some of the machinery.

To-day the forts have surrendered to you, sir, and it is a *finale* which will stir the heart of every true American with pride and joy.

I regard the achievements of our navy in this river as without a parallel in the naval world.

It is with great pleasure that I bring to your notice Lieutenant Chester Hatheld, first lieutenant of the Owasco, who, in all these events, in action and in the very heavy duties which have devolved upon him for weeks past, has proved himself a brave and capable officer.

Acting Master D. P. Heath, who had charge of the 11-inch gun, worked it admirably, and with perfect coolness and precision.

Master's Mate Thomas D. Babb, at the rifled gun, did his duty well.

Master's Mate John G. Arbona, and my clerk, Mr. A. D. R. Crawford, (the latter doing duty as midshipman,) were active and efficient. Master's Mate John Utter served the powder division in a very satisfactory manner, assisted by Assistant Paymaster R. Beardsley. Assistant Surgeon W. W. Leavit, having no wounded, remained on deck, and was active in carrying orders.

The engine was worked by Chief Engineer W. K. Purse and his assistants, Mr. J. A. Scott, C. H. Greenleaf, and D. M. Egbert.

My crew behaved splendidly. I cannot particularize, except in one case—that of Edward Farrel, quartermaster, who was stationed at the masthead, and observed and reported the effect of the fire of our guns. His intelligence, coolness, and capacity were conspicuous.

The 11-inch gun having been fired 198 times, has considerably shaken the Owasco, so that the deck *will not hold water*. After a time, when she can be spared, she will have to be overhauled and caulked; in the meantime we will do the best we can, although the men cannot sleep dry in their hammocks when it rains.

I am, sir, your obedient servant,

JOHN GUEST,
Lieutenant, Commanding Owasco.

Com. D. D. PORTER,
Commanding Mortar Flotilla.

Report of Acting Lieutenant Commading S. E. Woodworth, United States steamer John P. Jackson.

UNITED STATES STEAMER J. P. JACKSON,
Mississippi River, April 30, 1862.

SIR: I have the honor to report to you that, in obedience to your order of the 23d instant, I proceeded to comply therewith. Thinking it would be a saving of time, about 7 o'clock that evening I dropped down alongside the sloop-of-war Portsmouth, and made fast to her. Shortly after midnight she broke from her moorings, and was carried down stream by the force of the current. Not having sufficient steam, it was near 2 o'clock, the time we anticipated your signal, before I could recover her. Captain Swartwout not being ready, it was 3½ o'clock before we started to take the position assigned to us. We steamed slowly up river until within a short distance of the point, on the Fort Jackson side of the river, and about 300 yards above the sunken steamer, when Captain Swartwout ordered me to stop and come to an anchor. We were immediately opened upon by a water battery. Casting loose from the Portsmouth, we opened upon the battery with our pivot guns and nine-inch port, and continued to engage them, firing until the current drifted me out of range. We were struck twice by frag-

ments of shell, but I am glad to say no one on board was injured, although exposed for some time to the whole fire of all the batteries of Forts Jackson and St. Philip.

Very respectfully, your obedient servant,

SELIM E. WOODWORTH,
Acting Lieutenant, Commanding.

Commander D. D. PORTER,
Commanding Bomb Flotilla.

Report of Acting Lieutenant Commanding C. H. Baldwin, United States steamer Clifton.

UNITED STATES STEAMER CLIFTON,
New Orleans, May 1, 1862.

SIR: I have the honor to report that, since my arrival at Pass à l'Outre, on the 18th of March, I have been employed, with little intermission, as follows: Towing the mortar vessels attached to the flotilla to the Southwest Pass, and for the succeeding two weeks was constantly engaged in assisting the larger vessels belonging to the flag-officer's squadron, viz: the Pensacola and Mississippi, over the bar on which they had grounded, and in aiding the gunboats attached to same squadron when aground in the river.

After this we were employed in making reconnoissances of Forts Jackson and St. Philip, and in protecting the officers of the Coast Survey service while they were engaged in obtaining their distances, and in driving back the enemy's gunboats, which occasionally made their appearance outside the chain.

On the 17th of April we were assisting in towing mortar schooners into their positions, and, during the six days of the bombardment by these vessels, we were unremittingly employed in supplying them with powder and shell and in guard duty—our nights being passed in looking after the fire-rafts which the enemy sent down against the fleet, and in towing them ashore. In this duty, I believe I may say, we were quite successful.

These various duties during the six days of the bombardment carried our vessel pretty constantly under the fire of the enemy. We have, however, been so fortunate as to escape any injury from their shot.

On the morning of the 24th, in obedience to your order, we got under way, taking our appointed station in the line of steamers under your personal command, and proceeded to within short range of the guns of Fort Jackson, and opened fire on the enemy from our two forward nine-inch guns, aided at times by our nine-inch after pivot gun and 32-pounder forward broadside gun, using five-second shell and shrapnell. This we continued until the flag-officer's squadron had passed both forts, when, in obedience to your signal, we drifted out of range. I am happy to state that we escaped without injury.

The duties now entailed upon us were to keep a strict lookout upon the gunboats and floating battery of the enemy, which were lying close under the guns of Fort Jackson. Until the morning of the 28th, when Forts Jackson and St. Philip having surrendered to you, we were despatched some sixteen miles down the river to bring up a portion of the force under General Butler's command, then lying there. On the afternoon of that day this was accomplished, and we arrived in sight of the forts just as our own flags were hoisted in place of the rebel ensigns.

I towed up a large transport ship with 1,300 troops on board, under Brigadier General Phelps, and taking five companies of them on board the Clifton, landed them at both forts—they receiving their possession of them from the naval officers of your squadron, then in charge of the work.

I also, under your order, placed crews aboard the two rebel steamers, then in your possession, and transferred some 250 prisoners taken from the rebel gunboats and floating battery to the officer in charge of Fort St. Philip.

We have just arrived here, having towed a transport up the river with a large number of General Butler's troops on board, intended to garrison the city of New Orleans, now held by our squadron.

Permit me here respectfully to state that officers and crew, whether employed in the harassing duties which so constantly devolved upon us of towing and geting large vessels over the bar, or while engaged with the enemy, have behaved so uniformly well that I hesitate to particularize any one individual. During the time above referred to, neither the ship, engines, nor boilers have been for a moment out of order in any respect.

I have the honor to be, sir, respectfully, your obedient servant,

C. H. BALDWIN,
Acting Lieutenant, Commanding.

Commander D. D. PORTER,
Commanding Flotilla.

Report of Lieutenant Commanding Watson Smith, first division mortar flotilla.

UNITED STATES MORTAR SCHOONER NORFOLK PACKET.
Mississippi River, May 3, 1862.

SIR: On the 18th ultimo, in obedience to your order, the first division of the flotilla moved up the right bank of the river to the flag indicated by you as distant from Fort Jackson 2,950 yards, and from Fort St. Philip 4,260 yards; the head vessels securing at that point with an anchor a little off shore, and light lines from the port bow and quarter to trees. The other vessels of the division, extending in close order to the distance of 3,620 yards from Fort Jackson, were secured in the same manner.

At 10 a. m. commenced firing upon Fort Jackson, discharging each mortar at intervals of ten minutes. The forts responded, their shot and shell falling around the vessels, and one, a 68-pound shot, killing a man on board the Arletta, and lodging under the mortar, but not disabling it. At 6.30 p. m. ceased firing, by signal from Harriet Lane.

April 19, at 7.30 a. m., the Harriet Lane made signal to commence firing. Discharged each mortar, at intervals of twenty minutes, upon Fort Jackson, until 8.45 a. m., when the interval was shortened to ten minutes. A shell bursting near the main masthead disabled one man who was aloft, destroyed a halliard block, and cut two main shrouds. At 4 p. m. ceased firing, the bombardment being continued by the divisions in watches.

On the 20th, 21st, 22d, and 23d, the firing was continued by the divisions in watches, excepting during the watch from 8 to midnight of the 20th, when the whole flotilla fired rapidly, while an expedition from the squadron cut the barrier chain near the forts.

No further injuries were sustained by persons in the first division, and but little damage to hulls, rigging, or spars, besides the occasional cutting by fragments of shells.

From the 21st the firing from Fort St. Philip was at times annoying, and by your direction two vessels at the head of the line directed their fire upon it. On the 23d the enemy did not reply.

April 24, at 3.30 a. m., the firing commencing between the forts and the squadron passing up the river, the whole flotilla commenced firing rapidly upon Fort Jackson. At 4.45 a. m. the squadron, with few exceptions, had passed the forts. Ceased firing by signal from Harriet Lane. During this one hour

and fifteen minutes this vessel fired twenty-eight shells, being at the rate of one in two and two-thirds minutes. The other vessels fired as rapidly. After the bombardment, on examining the vessels, all were found in condition to continue the fire or perform other service.

The heaviest charges used were twenty-three pounds, to reach Fort St. Philip, distant 4,710 yards, against a fresh wind.

Slight damage was done to the light bulwarks by the shock from the mor tars but the mortar supports and the hulls below the plank sheer were unaffected.

On the same afternoon six of the mortar vessels were sent to sea upon blockading service, and three of them, the Arletta, C. P. Williams, and O. H. Lee, belonged to this division. Their quick departure and continued absence prevents my giving you the aggregate number of shells fired by the first division during the bombardment. The four remaining vessels fired 1,512 shells, using 30,994 pounds of powder.

It was not always possible to mark and register the course of each shell, because of our not having a distinct view of the enemy and the mingling of so many shells as they converged in the direction of the forts. The accompanying reports of the acting masters commanding the mortar vessels are in a comprehensive form furnished by them, and are as full as accuracy will permit.

The following is from the surgeon's report:

Killed: James Laver, ordinary seaman, on board the Arletta, native of Isle of Jersey; struck by an eight-inch solid shot on April 18.

Slightly wounded, disabled: Michael Brady, carpenter's mate of this vessel, aged 32, native of New York; struck by a fragment of a shell on April 19.

Although the enemy's fire was so well directed at times as to threaten the destruction of the vessels, the duties at quarters were performed and the intervals of rest between watches enjoyed with commendable coolness and composure throughout the division.

Respectfully, yours,

WATSON SMITH,
Lieutenant, Commanding First Division.

Commander DAVID D. PORTER,
Commanding U. S. Mortar Flotilla, Mississippi River.

Report of Lieutenant Commanding Walter W. Queen, second division mortar flotilla.

UNITED STATES SCHOONER T. A. WARD,
Mississippi River, May 3, 1862.

SIR: I beg leave to submit to you the following report of the second division of the mortar flotilla.

On the morning of the 18th of April, 1862, my vessel was towed into position by the United States steamer Miami at 8.30 a. m. I anchored 3,900 yards below Fort Jackson, on the eastern bank of the river. The schooners of my division anchored astern of me in the following order, viz: Matthew Vassar, George Mangham, Adolph Hugel, Maria J. Carlton, and Sydney C. Jones, the Orvetta having previously taken a position on the western bank of the river, and thus being separated from the division.

Both forts immediately opened on us, firing very rapidly. At 8.45 we commenced firing on Fort Jackson, the shot from the fort falling in every direction around us, one of which struck so close to our quarter as to throw down some barrels of powder in the magazine by the concussion, but doing no damage. Shortly afterwards another struck us, cutting away the forward shroud of port

main rigging, passing through the wardroom, bulkhead pantry, stateroom, deck, storeroom, and extra magazine, escaping through the starboard quarter six inches above water-line, doing considerable damage. I at once directed Mr. Hatch to drop the vessel down some 300 yards, which he did, followed by the three vessels lying immediately astern of me. I then went to the Sidney C. Jones. After taking their new positions the vessels which had dropped astern recommenced firing. While lying in her former position, the Mangham received a shot in her port bow, which passed through her galley and lodged in the mortar bed, doing no further injury.

The vessels were now actively engaged in throwing shell into the forts, and as no intervening object obstructed our sight, we could see the effect of our shell as each one lodged in or near the forts. We continued firing all day, not even ceasing for the men to eat their meals. About 5.30 p. m. we could see heavy smoke rising from a building outside the fort, caused by the bursting of a shell, and soon after the fort was seen to be on fire in three separate places, which soon formed into one mass of flames, since discovered to have been the citadel. At 6 p. m. we ceased firing, in obedience to signal from the Harriet Lane. At this time we could distinguish men upon the ramparts trying to extinguish the flames.

At 9 o'clock I received an order from you to drop down 800 yards and be in readiness to move across the river early in the morning, as you thought it likely the enemy would move his guns down the river and open on us in the morning. This we did, and nothing more of any importance occurred during the night. It is strange to say that, although the shot came around us in immense numbers, yet not one man was even wounded during the first day's engagement.

On the morning of the 19th instant we were taken in tow by the Clifton, and took our position in line with the rest of the flotilla, on the west bank of the river, and at 8.30 a. m. were all engaged in throwing shells into the fort. The Hartford moved up and anchored off our beam, but finding she was drawing the enemy's fire on the flotilla, (as they fell short of her,) she moved down again. The shot and shell from the forts fell thick around us, but did not do us any injury, with one exception, viz: about 10 o'clock a. m. the Maria J. Carlton, of this division, was struck by a shot which passed through her magazine floor and out her bottom. She immediately began to sink, and the crew, with the assistance of others, soon got most of the movables out of her. The mortar and shells they left, as they could not remove them.

We ceased firing at 12 m., and from this time continued firing by watches, each division taking a watch. Nothing particularly important occurred during the next day, until 10.35 p. m., when the gunboats Pinola and Itasca went up the river to cut the chain. As soon as they started, the mortar flotilla commenced firing very rapidly, and continued until 12.35 a. m., when the gunboats returned. We continued, as usual, firing by watches until the morning of the 24th of April, when we commenced at 2.30 a. m. to fire as rapidly as possible, while the steamers passed up the river to attack the forts. We did not cease until signalized to do so by you at 5.30 a. m.

Both officers and men behaved gallantly; and where every one did his duty so well, it is almost impossible to award praise to any single individual. As our galley was rendered almost useless during the bombardment, the men suffered some inconvenience in getting cooked the rations that were served out to them, and their sleep was also much interrupted; but I am glad to say that not a murmur of dissatisfaction was to be heard among them. I may also mention that Acting Master J. Duncan Graham, my executive officer, was in command of the United States schooner Sydney C. Jones during the whole of the bombardment, and acted to my entire satisfaction. The conduct of William Hatch and John Richards, masters' mates, during the bombardment, has also met my warmest approval—the former having sighted the mortar every time it

was fired during the action; the latter having charge of the powder division, and making himself generally useful about the vessel. The only wounded in this division were two of the crew of the Carlton, one severely, the other slightly.

Very respectfully, your obedient servant,

W. W. QUEEN,
Lieut. Com'dg, in Command of 2d Div. Mortar Flotilla.

Commander D. D. PORTER,
Commanding Mortar Flotilla.

Report of Lieutenant Commanding K. Randolph Breese, third division mortar flotilla.

U. S. BARKANTINE HORACE BEALES,
Mississippi River, April 30, 1862.

SIR: I have the honor to submit the following report of the part taken by the third division mortar flotilla, under my command, in the bombardment of Fort Jackson. At 9.30 a. m. of the 18th instant, the John Griffiths, (on board of which vessel I hoisted my divisional flag,) Racer, and Sarah Bruen were taken in tow by the Clifton and towed into position assigned, astern of the first division, on the right bank of the river, at the following distances from the centre of Fort Jackson: John Griffiths, 3,900 yards; Racer, 3,940 yards; and the Sarah Bruen, 3,980 yards. About 10 a. m. the John Griffiths opened fire from her mortar, and was soon followed by the Racer and Sarah Bruen. At 2 p. m., the rear vessels of the first division having been advanced, the Henry James, Dan Smith, and Sea Foam came up under sail and took their positions ahead of the Griffiths, at the following distances from the fort: Henry James, 3,630 yards; the Dan Smith, 3,730 yards; and the Sea Foam, 3,850 yards. At about 2.15 p. m. they opened fire from their mortars. A constant fire was kept up by each vessel from the time of taking position until 6.37 p. m., when signal to "cease firing" was made. During the day the John Griffiths threw 69 shells; the Racer, 50; the Sarah Bruen, 61; the Henry James, 24; the Dan Smith, 31; and the Sea Foam, 43.

Second day.—At 6.25 a. m., April 19, recommenced fire upon Fort Jackson from the whole division, which was kept up, each vessel firing at intervals of about ten minutes, until 8 p. m., when ceased firing. During the day the Griffiths threw 92 shells; the Racer, 88; the Sarah Bruen, 88; the James, 97; the Dan Smith, 92; and the Sea Foam, 88.

Third day.—At 4 a. m., April 20, opened fire upon the fort from the division, each vessel firing at intervals of about ten minutes. At 8 a. m. ceased firing, and at 10.13 a. m. reopened from the whole division as before. From 4 p. m. to 10.10 p. m. each vessel firing at intervals of twenty minutes. From 10.10 p. m. to 3.3 a. m., (21st,) as rapidly as possible, supporting the gunboats cutting the chain. From 3.3 a. m. to 4 a. m. at intervals of fifteen minutes. During the day, ending at 4 a. m., the Griffiths threw 119 shell; the Racer, 117; the Sarah Bruen, 117; the Henry James, 113; the Dan Smith, 119, the Sea Foam, 111.

Fourth day.—At noon the division again commenced fire, each vessel firing at intervals of about ten minutes, ceasing at 4 p. m. At 8 p. m. reopened as before, keeping up the fire until midnight. During this day the Griffiths threw 50 shell; the Racer, 50; the Sarah Bruen, 56; the Henry James, 55; the Dan Smith, 55; the Sea Foam, 47.

Fifth day.—At 8 a. m., April 22, each vessel of the division commenced fire, firing at intervals of about ten minutes. Ceased fire at noon; reopened at 6 p.

m. and fired until 8 p. m., firing as before. During the day the Griffiths threw 56 shell; the Racer, 46; the Sarah Bruen, 49; the Henry James, 40; the Dan Smith, 67; and the Sea Foam, 52.

Sixth day.—At 4 a. m., April 23, the division reopened fire, each vessel firing at intervals of about ten minutes, ceasing at 8 a. m. At 4 p. m. again opened fire from each vessel of the division at intervals of about twelve minutes, keeping it up until 6 p. m. During the day the Griffiths threw 38 shell; the Racer, 28; the Sarah Bruen, 36; the Henry James, 34; the Dan Smith, 63; the Sea Foam, 51.

Seventh day.—At midnight, April 24, the division opened fire, each vessel firing at intervals of ten minutes. At 3.40 a. m., the guns of the fort having opened on the fleet passing up the river, the division commenced firing as rapidly as possible, ceasing at 4.52 a. m., by signal, the fleet having passed the fort. At 5.30 a. m. opened fire upon the enemy's steamers near the fort; ceased at 5.48 a. m. At 3.55 p. m. commenced again upon the fort, ceasing at 5.04 p. m. At 5.20 p. m. the division got under way and dropped down the river. During the day the Griffiths threw 54 shell; the Racer, 81; the Sarah Bruen, 67; the Henry James, 52; the Dan Smith, 66; and Sea Foam, 60. The Horace Beales, with ordnance stores, temporarily under the command of Acting Master George W. Sumner, executive officer, was towed up to within 600 yards of the rear of the mortar vessels, and discharged her ordnance stores, as were required, with great promptness. During the bombardment she received many of the articles saved from the Maria J. Carlton, and a ten-inch gun-carriage and ammunition from the Jackson. She also received the sick and wounded of the flotilla and several of the wounded of the squadron. Ten of the men of the Beales, with Acting Master Sumner, served on board the Harriet Lane during the engagement with the forts. The enemy's shot and fragments of shell, at times, flew about the division in all directions. Several pieces of the latter of the size of an egg, and many smaller pieces, were picked up on board of the different vessels, but, through God's mercy, not a person was struck, nor have I a casualty of any kind to report during the whole bombardment. The Sarah Bruen has a hole through her foremast, which I am at a loss to account for, unless a fragment of the enemy's shell, which struck the face of the mortar at the edge of the bore, as it was about to be fired, fell into the mortar, and, being discharged, went through the mast. A little rigging cut here and there is all the damage I have to report done by the enemy.

The general effect of firing the mortars upon the vessels was to knock out the round houses forward and the eight pine board bulwarks in the line of fire. The John Griffiths leaked more than usual during the bombardment, but has since tightened up; she has always been considered a weak vessel. The Racer's deck, on port side abreast of fore hatch, started from the carlines giving way, they not having been (originally) properly strengthened. The mortars show no kind of injury. The mortar carriages worked remarkably well. The only damage being (in some instances) the loss of the feather to the eccentric axle, and the breaking of the screws that confine the socket to eccentric. These very slight injuries did not hinder the working of the mortar in the least. The screws were promptly replaced, a number of spare ones having been made. The turn-table on some of the vessels was found to have recoiled in the line of fire from an inch to an inch and a half; it was easily pressed into position and kept so by breeching. Twenty-two and a half pounds of powder were fired from the Griffiths at the rebel iron-clad gunboat with no visible strain in vessel or carriage beyond that already experienced. The mortars were served equally well by the mortar crew and gun's crew, watch and watch, during the bombardment. Not a mistake or an accident occurred in loading the mortars or in filling and fuzing the shell, evincing the care and pains taken by the officers of the division in training their crews, as well as the attention, in time of action, by

the latter to their duties. Notwithstanding the loss of sleep, and regular meals and cooked food, the officers and men were ever ready to volunteer for any expedition or service against the enemy. And I must remark upon the cheerfulness and alacrity with which, when much exhausted, they manned their boats to keep up a proper supply of powder and shell. The acting masters commanding the different vessels of the division gave the direction of fire from the mainmast head (from which place only was Fort Jackson to be seen) regulating the charges used as required. They kept their posts while engaged with scarce any relief, subject not only to the shock of their own mortars, but also from the one in their rear.

The conduct of the officers and the men during the bombardment is worthy of all praise. The different missiles of the enemy, flying about the division in all directions, did not distract them in the least in the discharge of their duties, nor, I may say, from their well-earned rest at the close of their watch.

Accompanying me to the John Griffiths from the Horace Beales was Assistant Surgeon Edes, Mr. Bacon, (my clerk,) and my boat's crew. Dr. Edes had every preparation made for the care of wounded men, he remaining on board the Griffiths during the bombardment, ready to give his services wherever needed. Mr. Bacon acted as signal officer, and was engaged in taking notes.

I visited each vessel of the division frequently, night and day, while in action, finding the same good order in each. The minute directions given by you were strictly carried out.

I have only to add that, as the vessels and mortars are now fitted, the preparations for action and the service of the mortars made beforehand were ample, and did not require to be altered in the least during the bombardment, nor has any suggestion from the seven days' actual service been made in the way of improvement, except as a precaution, the breeching around the turn-table.

Very respectfully, your obedient servant,

K. R. BREESE,
Lieutenant, Commanding Third Division Mortar Flotilla.

Commander DAVID D. PORTER,
Commanding Mortar Flotilla.

Report relative to prisoners in the rebel naval service captured after the surrender of the forts.

UNITED STATES STEAMER HARRIET LANE,
Forts Jackson and St. Philip, May 2, 1862.

SIR: Enclosed is a list of prisoners of war captured by me, after the capitulation of the forts, on board of the steamers Burton, Landes, and Defiance, the latter of which was sunk by order of John K. Mitchell, late commander in the United States navy. By order of Flag-Officer Farragut I send them home in the Rhode Island, subject to the order of the department, on account of their infamous and perfidious conduct in setting fire to and blowing up the floating battery Louisiana and sending her adrift upon the four vessels of ours that were at anchor while they had a flag of truce flying and were engaged in drawing up the capitulation of the fort, the vessels under the command of J. K. Mitchell, with the exception of one, having no colors up at the time. These prisoners have forfeited all claim to any consideration, having committed an infamous act, unknown in any transaction of this kind. Had the Louisiana blown up in the midst of our vessels she would have destroyed every one of them. As it was, good fortune directed her towards Fort St. Philip, where she exploded with great force, scattering fragments all over the work, killing one of their own men

in the fort, and landing a large beam close to the tent of Commander McIntosh, who was lying with one arm blown off and another broken, his knee-cap shot away and a leg broken. The surgeon in attendance pronounced it the most perfidious act he had ever heard of. The explosion was seen and heard for many miles, and it was supposed that the forts were blown up.

Enclosed is a letter from J. K. Mitchell stating that the persons mentioned therein had nothing to do with the transaction. I shall, however, carry out the orders of the flag-officer, and send them home in the Rhode Island, subject to the consideration of the department.

I have the honor to remain, very respectfully,

DAVID D. PORTER,
Commanding Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

List of confederate officers.

Captain J. K. Mitchell, 1st Lieutenant J. N. Wilkinson, 2d Lieutenant W. H. Ward, 3d Lieutenant W. C. Whittle, jr., Lieutenant A. F. Warley, Surgeon John D. Grafton, Lieutenant F. M. Harris, ex-naval officers of the United States; Purser L. E. Brooks, Gunner Wilson, Boatswain Jones, Carpenter Cherry, Captain's Clerk George Taylor, Captain's Clerk W. Clark, Chief Engineer W. Youngblood, 2d Assistant Engineer James Harris, 2d Assistant Engineer M. Parsons, 3d Assistant Engineer Theo. Hart, 3d Assistant Engineer James Elliott, 3d Assistant Engineer James Waters.

Engineers from the Manassas.—Menzis, 3d assistant engineer; Weaver, 2d assistant engineer; Culver, 2d assistant engineer; Newman, 3d assistant engineer.

UNITED STATES STEAMER CLIFTON,
Near Fort St. Philip, May 2, 1862.

SIR: The following officers of the Confederate States navy, now held on board this vessel as prisoners of war, had no voice in the council which determined upon the destruction of the Confederate States steamer Louisiana, on the 28th ultimo, viz:

Surgeon James D. Grafton, Assistant Paymaster L. E. Brooks, Captain's Clerk George Taylor, Captain's Clerk William Clark, 1st Engineer W. Youngblood, 2d Assistant Engineer James Harris, 2d Assistant Engineer M. Parsons, 3d Assistant Engineer Theo. Hart, 3d Assistant Engineer James Elliott, 3d Assistant Engineer James Waters, 2d Assistant Engineer Orvel Culver, 2d Assistant Engineer George W. Weaver, 3d Assistant Engineer T. A. Menzis, 3d Assistant Engineer William Newman, Engineer Henry Fagin, Engineer J. H. Toombs, Engineer J. H. Dent, Gunner James Wilson, Boatswain Samuel Jones, Carpenter Virginius Cherry, Paymaster's Steward D. Porter.

I make the above statement in consequence of having learned informally that all such officers would be paroled on a representation of the fact to you.

I have the honor to be, very respectfully, your obedient servant,

JOHN K. MITCHELL, *Commander,*
Late in command of the C. States Naval Forces near Fort Jackson.

Com. DAVID D. PORTER,
Commanding United States Naval Forces near Fort St. Philip.

Special report of Commander Porter, commending the conduct of the officers of the mortar flotilla.

UNITED STATES STEAMER HARRIET LANE,
Southwest Pass, May 3, 1862.

SIR: In my general report to the department I made honorable mention of the officers commanding vessels and divisions in this flotilla, but I think there is something more due to these officers than a general notice, in which manner most every officer comes in for a share of approval, without its being specified what particular qualities entitle them to it.

To the commander of divisions in the mortar flotilla the country is mainly indebted to the fall of Forts Jackson and St. Philip, for the latter is consequent on that of the former. I cannot express to you in sufficient terms the zeal and ability displayed by Lieutenants Commanding Watson Smith, W. W. Queen, and K. R. Breese. They have been indefatigable in drilling their men, infusing a proper spirit into them, and carrying out my orders during the bombardment, which lasted without intermission for six days and nights. They gave themselves but little rest. I could draw no distinction between them. Neither flagged for a moment in their duty, and though they lost but few men in killed and wounded, they have been exposed to as hot a fire as the enemy were capable of showering upon them. They are the kind of men to lead our ships into battle, and I hope that the department will take such notice of their conduct as this great occasion merits.

To Commander Renshaw, Lieutenants Commanding Guest, Baldwin, Wainwright, and Woodworth my thanks are particularly due for the zeal they manifested on all occasions to serve, no matter in what capacity, and the condition of their vessels for service. If I have not detailed in my general report the various acts of these officers, it is not because I did not appreciate them, but because it would lengthen my report, already voluminous, intending to do them full justice on this occasion. Lieutenant Commanding Harrell has not had the opportunity to give the same evidence of ability, though I have ever found him ready to carry out my wishes, as he says his vessel is unmanageable. He has, however, done good service, and is a zealous officer.

I have the honor to remain, very respectfully, your obedient servant,

D. D. PORTER, *Commanding Flotilla.*

Hon. GIDEON WELLES,
Secretary of the Navy.

Letter of Com. D. D. Porter, enclosing paroles of officers taken at Forts Jackson and St. Philip.

UNITED STATES STEAMER HARRIET LANE,
Ship Island, May 15, 1862.

SIR: I have the honor to enclose the paroles of the officers captured in Fort Jackson, with the list of men remaining at the time of the surrender. The list of officers and men in Fort St. Philip must have been sent to the flag-officer, together with the list of persons captured by the Harriet Lane in the steamers Burton, Landes, and Defiance, under late Commander J. K. Mitchell, consisting of two hundred and fifty of the crew of the iron steam battery Louisiana, and the Crescent artillery, composed of over a hundred officers and men. The number of men in the two forts during the bombardment was eleven hundred, but about two hundred left before the flag of truce was sent down. The rolls of the fort were handed in to the officers taking charge, but our troops taking possession a

short time after everything was thrown into disorder, and it was not possible to obtain them.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Commanding Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

[Parole omitted.]

Congratulatory letter of the Secretary of the Navy.

NAVY DEPARTMENT, *May* 10, 1862.

SIR: Your despatch of April 30, enclosing the articles of capitulation of Forts Jackson and St. Philip, which surrendered on the 28th ultimo, after a bombardment of 144 consecutive hours by the mortar flotilla, has been received. I have also to acknowledge the receipt of the flags taken in the two forts on that occasion, including the original one hoisted on Fort St. Philip when the rebel forces declared the State of Louisiana to have seceded from the Union, which have been sent forward to the department.

The important part which you have borne in the organization of the mortar flotilla and the movement on New Orleans has identified your name with one of the most brilliant naval achievements on record, and to your able assistance with the flotilla is Flag-Officer Farragut much indebted for the successful results he has accomplished.

To yourself and the officers and seamen of the mortar flotilla the department extends its congratulations.

I am, respectfully, &c.,

GIDEON WELLES.

Commander DAVID D. PORTER,
Commanding United States Mortar Flotilla, Gulf of Mexico.

COAST SURVEY REPORTS.

TREASURY DEPARTMENT, *May* 22, 1862.

SIR: At the instance of the Superintendent of the Coast Survey, I have the honor to transmit herewith a copy of the journal of Assistant F. H. Gerdes, United States Coast Survey, showing the services rendered to the fleet under command of Flag-officer Farragut, United States navy, and to the mortar fleet under command of Captain D. D. Porter, United States navy.

I am, very respectfully,

S. P. CHASE,
Secretary of the Treasury.

Hon. GIDEON WELLES,
Secretary of the Navy.

Extracts from a report of Assistant F. H. Gerdes, commanding surveying steamer Sachem, to Professor A. D. Bache, Superintendent of the Coast Survey.

April 13.—At daylight of the 13th of April I again got under way and took the lead, the gunboats of the flotilla and the naval vessels in the vicinity following the Sachem.

The following disposition was made of my party:

1. Sub-Assistant J. G. Oltmanns and Mr. T. C. Bowie repaired on board the Owasco, and used during the day a boat and armed crew from that vessel; they ascended the river on the west bank.

2. Myself and Assistant Jos. Harris, after leaving the Sachem off the Salt Works at anchor, took our own boat, with an armed crew, and ascended the river on the east bank.

3. Sub-Assistant R. E. Halter went with another of our boats and an armed crew to the Salt Works, to occupy with a theodolite the top of the chimney of the old engine building, which had been trigonometrically determined by the Coast Survey.

We succeeded in the operations, and came within three miles of the forts before night set in. The last lines of this day were observed on Fort St. Philip flagstaff.

On our return on board the Sachem we mapped the work and brought it up as far as we had progressed during the day.

April 14.—On the 14th of April, at sunrise, I consulted with Captain Porter, and we concluded to continue the work and to ascend the river until the positions of the hulks which support the chain across the Mississippi could be properly determined.

A large portion of the fleet went up to the conspicuous point (which I have named Porter's Point) just two miles below Fort Jackson, and engaged the enemy to draw their attention from our boats. This, however, was only partially effected; they had probably found out the day previous that engineering operations were in progress, and now undertook to stop them. When Mr. Oltmanns passed Porter's Point, he was fired on with eight or nine rifled shot, but fortunately the whole damage consisted in breaking the blade of an oar. The fire was promptly returned, and the operations were continued. The observations were successfully continued during this day, and the mapping was completed during the evening and part of the night.

April 15.—In the morning Captain Porter came on board, and we consulted as to the continuance. I sent Mr. Oltmanns and Mr. Bowie again up the river in the Owasco. They ascended within one mile and a half from the lower fort, and were quite successful in getting intersections on the hulks and on the two flagstaffs of the fortifications.

They found that during the previous night all the signals which we had put up during the day before had been removed; besides, it was ascertained that a number of men were hidden in the bushes. There was hardly anywhere on the shore a footing to be got, and we had to resort to all kinds of observations, instruments, and positions, some stations consisting of flags in overhanging branches, and the angles were measured below the same with a sextant, in a boat; others were chimney-tops of deserted houses, on which we mounted small theodolites, having to work our way through the roof. A few only were on *terra firma*.

April 17.—I saw and consulted with Captain Porter and the flag-officer. To the latter I gave a copy of the map and a memorandum of distances, for which he expressed much gratification. He spoke with the highest regard of the Coast Survey, and said many kind words of the intrepidity, determination, system, and

despatch of the party under my charge, and considered our services of great value to the fleet.

Captain Porter desired me to furnish him with points along the shore every 100 or 150 metres apart, on both banks of the river, for the purpose of placing the mortar vessels at given distances from the forts. This was accomplished to-day, Mr. Oltmanns and Mr. Bowie taking the west side, and Mr. Harris the east side of the river. Meantime three more copies of the map and memoranda were finished on board and distributed to the fleet.

Several of the enemy's gunboats came out, and both our boats were fired at repeatedly.

April 18.—Before daylight on the 18th of April Mr. Oltmanns went on board the Harriet Lane and Mr. Harris on some other gunboat, both with directions to assist in placing the mortar vessels exactly in such positions as were marked out by Captain Porter the day before, and which had been determined by the same gentlemen. Tow after tow, consisting of one of the former ferry-boats Westfield and Clifton, each with three or four mortar boats, came up, and the latter were in a short time stationed at given distances from the forts. As soon as all were in position the enemy commenced firing, and from our side the bombardment fairly commenced.

Mr. Oltmanns and Mr. Harris both carried out my instructions to the letter, and placed the mortars in the exact spot as designated by Captain Porter, at accurately known distances. They were during the whole day under fire. General Butler made his appearance in the river with 7,000 men, which he offered to the flag-officer.

April 19.—Early in the morning I had a conference with the commander, who desired me again to send two officers to the flotilla for the purpose of moving some of the mortars to other places, and furnish them with the distances and bearings. This was done accordingly. One of the vessels on which Mr. Harris was engaged was struck by a round shot, and another vessel where Mr. Oltmanns was in a boat alongside was sunk while he was speaking with the captain. During the day we furnished also two more charts for the fleet. In the evening Captain Porter sent me word again to despatch early next morning two officers for giving data. You see they kept us pretty busy.

April 20.—Early in the morning Messrs. Oltmanns and Halter made the rounds of the mortar vessels at the request of the commander of the flotilla, and changed the position of a few, giving them again bearings and distances.

I went on board the Harriet Lane in the forenoon, but did not see Captain Porter, who was in his gig among the fleet. The mortar firing during the day was kept up vigorously, and I presume that 1,500 shots were sent towards the forts.

In the evening an officer from the Pensacola came on board to get some information about the depth of the river in the immediate locality of the forts, and Mr. Oltmanns and myself gave him all the details that had come under our observation.

April 22.—At daylight Captain Porter sent me a note, requesting me to drop down to the Jump, and to wait for a boat which had been sent on an expedition in the rear of Fort Jackson, and to bring her up the river directly on her arrival in the Mississippi. I went down with the steamer and anchored off the upper point of the Jump, and took the opportunity to reconnoitre that passage more specially. At sundown I sent Mr. Halter to the commander of the flotilla to report that we did not see anything of his boat, but that I would wait during the night. I received a letter from him in return, stating his fears that the boat's crew would be lost, and begging me to go in search of them, as he had his hands full of the attack that in all probability was to come off during the night. This, of course, was resolved on, and to-morrow by sunrise a boat will be sent for the purpose.

April 23.—At daylight I despatched Mr. Oltmanns, the first mate, and a crew of six men, all doubly armed and well provisioned with food and water, in the second cutter in search of the missing boat expedition, directing him to leave written notices at the mouth of the multifarious bayous, naming the route to be pursued, to hoist in his boat the American ensign, and to do anything in his power to find out the crew, which must have lost their way in the labyrinth of marsh streams. Mr. Harris returned from the fleet and brought me a message from Captain Porter to come up and run alongside. I fired two 32-pounders as a signal for Mr. Oltmanns to return, and set also a blue signal at the fore. Calling on the flag-officer, he said he had no vessel to spare from the engagement, and would consider it a favor if I would carry some of his wounded men in the Sachem to the hospital at the mouth of the Southwest Pass. He further added that, as he was preparing a severe night attack with the fleet, it would seem too hard to carry those poor crippled fellows with him in the fight.

Of course I at once consented very cheerfully, and repeated that, whenever he could make use of me, I would be at his service. Meanwhile, Mr. Oltmanns had not returned from his search for the boat expedition, but I had to let him shift for himself, knowing that he would bring up somewhere safely.

At four in the afternoon the wounded men were sent on board, two of whom had suffered amputation, and all of them in a dangerous state. At a quarter to 5 I was steaming down, having made the poor men as comfortable as I could. Mr. Harris brought the hospital physician on board, who took charge of the patients, and we sent them in our double-bunked boat on shore.

April 24.—The gunboat Miami anchored alongside the Sachem, bringing me a verbal request from Captain Porter to accompany General Butler's expedition to the rear of Fort St. Philip. I had previously sent Mr. Harris up to the fleet to see the commander and report the derangement of our engine. At 5 p. m. General Butler arrived in the Saxon and called on me in person, bringing me a letter at the same time from Captain Porter. I arranged with him to meet him as soon as my repairs had been made at Isle au Breton, and to send an officer with him in the Saxon to pilot his vessel through Pass à l'Outre. Mr. Oltmanns also came back from his boat expedition in the rear of Fort Jackson, having been within one mile and a half of the fort.

April 26.—In the morning Captain Boggs, of the Varuna steam-gunboat, came on board to go with me to General Butler's ship; he had lost his vessel during the passage of the fleet past the forts on the 24th, being run into from two different quarters by iron-clad steamers of the enemy. This was a most brilliant exploit. His ship sunk with her colors flying, but not before she had crippled, burned, and sunk six of the opposing steamers.

In the afternoon I got under way, the machinery working well forward. We dropped anchor alongside the Harriet Lane, and I had a conference with the commander. He sent his and other engineers to examine the Sachem's machinery, when all appeared right.

April 27.—We got under way after sunrise and stood off Pass à l'Outre, and brought over the bar 15 feet. At noon we arrived off Sable island, where we found General Butler in the steam transport Mississippi. I called on him and had a long conversation respecting the coast. At 2 o'clock he came on board the Sachem and I took him to the rear of Fort Jackson; from thence he took a boat up to the Quarantine, using one of the smaller bayous for his passage. I despatched Mr. Harris at once to stake out a four-foot line along the coast, as the general intends to make an experiment with his rifled guns on the forts from here. We also ascertained the distance by bearings of Forts St. Philip and Jackson. Mr. Halter reported again to me, and was sent out at 8 o'clock in the evening to stake out the boat channel to the Quarantine with lamps, so that troops might be conveyed there during the night. He returned at 2 o'clock, having successfully performed the task. Four hundred men were sent in safety

during the night, and the garrison at the camp of the Quarantine now consists of one full regiment. In the morning the captain of the gunboat Miami, which was aground close by the Sachem, sent on board requesting assistance. I ran ahead of him, sent him a nine-inch hauser, and got him afloat by 8 o'clock in the morning. In the afternoon I sent Messrs. Oltmanns and Harris to Fort Bayou to put up a signal—Mr. Halter having found out in the morning that both signals at this place and at Raccoon Point were lost. While the boat was away, at 2.30 p. m., both secession flags at Forts Jackson and St. Philip were hauled down. The most intense excitement followed. I saw the Harriet Lane and three other steamers, with a flag of truce on the fore, steaming up to the forts, and directly afterwards saw a large steamer of the enemy enveloped in flames. This proved to be the new iron-clad battery Louisiana; she burned entirely down. At about quarter before 3 her magazine exploded with a crash and shock the like of which I never witnessed. The cloud of smoke rose to an estimated height of at least six hundred feet, and pieces of the wreck could be seen flying in the air very distinctly. At 3 o'clock the Harriet Lane came up, and, after the firing of one gun, I had the inexpressible delight of seeing the stars and stripes waving once more over Forts Jackson and St. Philip. I fired a salute directly, and gave the information to other vessels near. I sent a recall for my party, there being no further use to prosecute the work here, and Captain Porter had expressed a desire that I should join him at the forts as soon as they were ours. In the evening General Williams came in the Miami, and, when I communicated the news, the cheering "Yankee Doodle" and "Hail Columbia" it seemed would never end. At 11 o'clock p. m. we got under way and steamed towards Pass à l'Outre.

April 29.—We crossed the bar at 6 a. m. with fifteen feet, half-tide, running the north side of the "middle ground" again as before. We passed the forts early in the afternoon. At 4 o'clock I took the commander of the flotilla over to Fort Jackson, my officers having also arrived in a separate boat. We inspected closely for a couple of hours the damage done by the mortars, and I cannot understand to this minute how the garrison could have possibly lived so long in the enclosures. The destruction goes beyond all description; the ground is torn by the shells as if a thousand antediluvian hogs had rooted it up; the holes are from three to eight feet deep, and are very close together, sometimes within a couple of feet; all that was wood in the fort is completely consumed by fire; the brick-work is knocked down; the arches stove; guns are dismounted; gun-carriages broken, and the whole presents a dreadful scene of destruction.

April 30.—Early in the morning I received a communication from the commander requesting me to await here his return from New Orleans, where he goes to-day in the Harriet Lane.

I also hear that a gunboat is going north, and I conclude therefore this report, to send by the same.

Allow me to add a few words to express the high gratification which the gallant and able deportment of my officers has given, not only to myself, but, I have reason to believe, to everybody in the fleet, and to the general of the land forces. I hope you will say that we have done our duty.

Very respectfully, your obedient servant,

F. H. GERDES,
Assistant United States Coast Survey.

Report of Joseph Harris, United States Coast Survey, of some of the incidents that came under his notice and of his observations at the forts, &c.

SOUTHWEST PASS, MISSISSIPPI RIVER, *May* 4, 1862.

SIR: While engaged in the survey of the injuries received by Fort Jackson during the bombardment and the passage of the fleet, several incidents came under my notice, which, at your request, I have now the honor to submit to you in writing.

While waiting for the boat to take us off, on the last day on which we were engaged in the survey, Mr. Oltmanns and I fell into conversation with some men who had been in the fort as part of the garrison. One of them, who said he was a New Yorker, particularly informed us—a reliable, intelligent man, from the moderation of his statements—and I think his information well worthy of note.

I shall merely record his statements, as the conversation on our part, which drew forth information on the points where we especially desired, is not necessary to the understanding of them, and this communication is likely to be very long without the introduction of any irrelevant matter.

General J. K. Duncan had command of both forts, and Colonel Higgins, who some years ago was an officer of the United States navy, had the immediate command of Fort Jackson. Colonel Higgins has the credit of being a most brave and vigilant officer.

For forty-eight hours my informant thought Colonel Higgins had not left the ramparts, and never seemed in the least disconcerted when the bombs were falling thickest around him.

A large proportion of the forces inside the fort were northern men; and there were also many foreigners. The party that seized the fort early in 1861 was a company of German Yagers, and there were a number of Irish also. In all there were some 600 or 700 men in the fort at the time of the bombardment. The northern men were mostly sent down at an early stage of the proceedings, and I imagine most of them volunteered, hoping in that way to avoid suspicion, and perhaps not to have to fight against the government after all.

(Colonel Higgins had no expectation of being attacked; that is, he thought no fleet could be brought against him sufficiently strong to risk an attack.)

There was a company of sharpshooters attached to the forces, under the command of Captain Mullen. They numbered about two hundred, and were largely recruited from the "riffraff," of New Orleans. They scouted as far down as eight or nine miles below the forts, and brought nightly reports to Fort Jackson, travelling by the bayous and passes on the southwest side of the river. The main body, however, lay in the edge of the woods below Fort Jackson, about a mile and a half from it. From here they fired on the boat that pulled up under that shore on the 14th. The grape and canister shot that the Owasco threw into the bushes made their berth uncomfortable, and they broke up their camp, came into the fort all wet and draggled, having thrown many of their arms away, and swore that they would go to New Orleans; and they went.

My informant voluntarily gave the credit of reducing the fort to the "bomb fleet." The fort was so much shaken by this firing that it was feared the casemates would come down about their ears. The loss of life by the bombs was not great, as they could see them coming plainly and get out of the way; but the effect of their fall and explosion no skill could avert.

About one shell in twenty failed to explode, even those that fell in the water going off as well as the others. It is well worth noting that the bombs that fell in the ditch close to the walls of the fort, and exploded there, shook the fort much more severely than any of those that buried themselves in the solid ground.

The firing was most destructive the first day, and the vessels lying on the northeast side of the river, which were in plain view of the forts, made much the most effective shots. The bomb-vessels lying on the other side of the river were at all times totally invisible, the best glasses failing to distinguish their bush tops from the trees around them.

During the bombardment the only guns that were much used were the rifled guns, of which there were three, and the four 10-inch columbiads and Dahlgren 8-inch guns, eight in number. The mortars (in the fort) fired occasionally. One of the rifled guns, mounted on the fort proper before the bombardment, was sent two days before the fire opened to Island No. 10.

One of the rifles in the water battery was originally one of the barbette guns, a 32-pounder. It was sent to New Orleans to be rifled, and a week after the second one was sent; but the first, on trial, proving a failure, the second was not changed.

The large columbiad in the water battery was made somewhere in secessia, but exactly where my informant did not know.

The fort was in perfect order when the bombardment commenced, it having always been very strictly policed, and the dirt, which now disfigures every thing, is the accumulation of a few days.

The water did not enter the fort until the levee had been broken with bombs, and during the summer of 1861, when the Mississippi was even higher, the parade ground was entirely dry. There was very little sickness in the fort, the water probably not having stood long enough to create miasma.

The discipline in the fort was very strict; but what seemed to be felt more than the strictness was the bringing in of very young and entirely inexperienced officers, who were placed in command of others much their superiors in knowledge.

Suspected men were closely watched, and the punishment for improper talk among them was to tie a rope around the offenders and let them float in the stinking ditch.

The impression we derived from this part of the conversation, however, was that the fort was very well governed, and that the man who was speaking had not often come under the displeasure of the authorities, for he was not eloquent on the subject of his wrongs.

The chain, as first stretched across the river, was quite a formidable obstacle. The chain was brought from Pensacola, and was a very heavy one. It was supported by heavy logs, 30 feet long, only a few feet apart, to the under side of each of which the chain was pinned near the up stream end. The chain was kept from sagging down too far by seven heavy anchors, from which small chains ran to the main chain.

These anchors were buoyed with can-buoys taken from Pilot Town. In a few months a raft formed on the upper side of this chain which reached up to the forts, and its weight swept away the whole obstruction, and went to sea, carrying the buoys with it.

It was then replaced by the lighter chain, buoyed by hulks there, three weeks ago. Two of the large can-buoys were placed in the magazine in the water battery. The night that Flag-Officer Farragut's fleet passed up Colonel Higgins was so sure of destroying it that he allowed the first vessel to come up with the fort before opening fire, fearing that they would be drove back prematurely and escape him. When they succeeded in passing he remarked, "Our cake is all dough; we may as well give it up."

During this engagement a Captain Jones, from the back country, had charge of those casemate guns which were firing hot shot. He depressed the muzzles of his guns very considerably, fearing to fire too high, and being desirous of working his guns vigorously had them run out with a jerk, the consequence of which was that the balls rolled harmlessly into the moat, and the guns blazed away powder and hay-wads at a most destructive rate.

This continued until some of the officers on the ramparts, observing how much his shot fell short, told him of it. He then commenced operations on one *particular vessel*, which he kept at until some one informed him that he was devoting himself to one of their own chain hulks.

The enemy's gunboats did not come up to the expectations that were formed of them. The Louisiana, especially, was very much relied on, but her crew of 200 men were drunk at the time that they should have done their duty best. I could not find out anything about her from this man, as he had never been aboard of her, and did not believe the exaggerated stories that were told here about her.

The small loss of life in the fort is due, to a great extent, to the fact that the men have been carefully kept below, only the guns' crews being allowed out of shelter. The New Yorker was a powder-passer for the battery in which the rifled gun and the large columbiads of the main fort were, and, therefore, had a good opportunity of seeing what went on, they being in pretty constant use.

One bomb broke into the officers' mess-room while they were at dinner, and rolled on the floor; as it lay between them and the door they could not escape, but all gathered in a corner and remained there in terrible suspense until it became evident that the fuse had gone out, and they were safe.

On the first night of the firing, when the citadel and outhouses were all in flames, the magazine was in very great danger for some time, and a profuse supply of wet blankets was all that saved it; there was great consternation that night, but afterwards the garrison got used to it, and were very cool. A bomb broke into the secret passage cut in the fort. One of the soldiers went into it some distance, when he was discovered by General Duncan and ordered out. The passage was then filled up and a guard placed over the entrance to keep every one away from it. This was told me by Major Santelle, commandant of the fort.

Fort Jackson mounted 33 32-pounders on main parapet, 2 columbiads on main parapet, 1 rifle gun on main parapet, 2 columbiads in 2d bastion, 1 9-inch mortar in 2d bastion, 1 columbiad in 3d bastion, 2 8-inch mortars in 3d bastion, 8 32-pounders in northwest casemates, 6 32-pounder guns in northeast casemates, 10 short guns in bastion casemates, 2 brass field pieces, 2 rifled guns in water battery, 1 10-inch columbiad in water battery, 1 9-inch columbiad in water battery, 3 32-pounder guns on outer curtain—75 guns in all.

I am not positive about the calibre of the guns. Those that I have called 32-pounders had a calibre of 6.4 inches, and I am not quite positive that there are 10 short 32-pounder guns in the bastion casemates, though such is my recollection. Of these guns four were dismounted, but I could not see that the gun proper was injured in any case; of the gun-carriages eleven were struck, several of them being entirely destroyed; and of the traverses no less than thirty were injured. A large proportion of the last injured were on the western side of the outer curtain, (where only these guns were mounted,) twenty out of thirty-nine being more or less injured.

The ramparts of the fort proper were very severely damaged on every side, but particularly on the two northern ones; there has been great patching with sand bags needed; several of the entrances from the parade ground under the ramparts are masses of ruins, some of them being one-third choked up with debris.

The casemates are cracked from end to end; one of the bastion casemates has the roof broken through in three places; another in one place, and its walls are so badly cracked that daylight shines through very plainly, the cracks being about 4 inches wide.

The entrances to the casemates are nearly all damaged, the roofs cracked and masses of brick thrown down or loosened. All the buildings were destroyed by

fire or bomb-shells, the two western bastions and the citadel being completely burned out. The walls of the citadel are cracked in many places very badly.

Eighty-six shot and splinters of shell struck its faces. The amount of damage here reported would hardly be credited by any one who had taken a casual survey of the premises, and I myself should have considered it exaggerated if I had read it after passing through hastily the first time. After careful examination, however, the impression left on my mind is of a place far gone on the road to ruin, which will stand but little more before it will come down about its defenders' ears. Everything about the fort appears to have started from its place, some hardly perceptible, others so much that it would be hard to find where the proper place is.

I do not profess an acquaintance with such matters, but it looks to me as if the whole structure would have to be demolished and rebuilt if the government ever intend to fortify the site again.

I have thus, sir, hastily thrown together the more important part of the information I was able to collect; had my time been more extended I might have been able to gather more of the incidents of the siege; and had I supposed it desirable to reduce it to writing I might have obtained a fuller account from those I did question; but my conversation was merely to gratify my own curiosity and pass away an unoccupied hour. Hoping that you may find this communication of some value, I remain,

Very respectfully, your obedient servant,

JOSEPH HARRIS.

F. H. GERDES, Esq.,
Assistant United States Coast Survey.

WESTERN GULF BLOCKADING SQUADRON.

Capture and burning of schooner Columbia, of Galveston, April 5, 1862.

UNITED STATES FLAG-SHIP HARTFORD,
Mississippi River, April 10, 1862.

SIR: I have the honor to enclose herewith a report made by Acting Master Thomas Pickering to Lieutenant Commanding Charles Hunter, commanding United States steamer Montgomery, of the capture and burning of the schooner Columbia, of Galveston, loaded with cotton and bound to Jamaica.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES STEAMER MONTGOMERY,
Off St. Louis Pass, Texas, April 5, 1862.

SIR: In obedience to your order, I proceeded with the launch (Paymaster Thos. Niblo accompanying me as a volunteer) and whale-boat, the latter under the command of Acting Master's Mate Robert Barstow, to enter the harbor and capture, bring out, or destroy a large schooner, seen from our decks at anchor inside. I herewith submit report of the expedition.

Left the ship at 6.30 p. m., and crossed the bar safely, though the surf was rolling heavily. We then slackened our speed to pass the fort known to be

inside under cover of the night. This precaution failed to avail us, however, for when abreast of it (the fort) they fired, the shot passing through the side of the launch. Without returning the fire, knowing that our success depended upon expedition, pulled rapidly for the schooner, which, reaching, was boarded in each waist without firing a shot. We took possession of her, the crew, consisting of seven men, being completely surprised. Found she was the Columbia, of Galveston, loaded with cotton, ready for sea, and bound for Kingston, Jamaica.

Prepared everything for kedging her out, when we discovered a large sloop bearing down on us. Made everything ready for her reception, and, on her coming alongside, boarded and took possession of her. Found she brought the captain of the schooner, seven passengers, and stores from Galveston. It was at this time that the only event occurred which could mar the entire success of the expedition, George Rice, seaman, being seriously wounded by the accidental discharge of a carbine in the hands of one of his shipmates. Secured the prisoners, and for two hours made every effort to warp the schooner out. Finding we had made little if any progress, I gave the order for firing her fore and aft; and I hope the following reasons will justify me in your opinion for so doing.

There was a strong flood tide and head wind, and the alarm having been given, I had every reason to suppose that an overwhelming force would soon be brought against us; and, from the schooner's position, she was untenable, being so near the shore that she could be commanded by riflemen as well as the guns in battery.

The sloop, with prisoners, escorted by the whale-boat, then shoved off, the launch remaining to see that the fires would be effective in destroying the vessel, and then followed, repassing the battery in safety, and anchoring inside, as near the breakers as possible, to await daylight, it being too dangerous to attempt, particularly with a sloop in tow or overloaded boats, at night.

At early dawn, finding the surf still rolling high, was compelled to give up the sloop to prisoners, liberating them, and hurry off to the ship, as we were within range of the enemy's guns. We had been under way but a few moments when we were fired at, the shot luckily falling short, but close to the whale-boat.

I cannot, in justice, omit to mention that to Mr. Barstow and Mr. Niblo I am obliged for their ready aid and prompt furtherance of my orders, and to the crew for their willing obedience and discipline.

Respectfully, your obedient servant,

THOS. PICKERING, *Acting Master.*

Lieutenant CHARLES HUNTER,
Commanding United States Steamer Montgomery.

Engagements of the New London and other vessels with rebel steamers on the 25th of March and 4th of April, 1862.

UNITED STATES FLAG-SHIP HARTFORD,
Mississippi River, April 10, 1862.

SIR: I enclose herewith, for the information of the department, two reports made to me (dated March 26 and April 5, 1862) by Lieutenant Commanding Abner Read of two engagements between his vessel and others and some rebel steamers.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER NEW LONDON,
Off Ship Island, March 26, 1862.

SIR: On the afternoon of the 25th instant two rebel steamers were discovered at Pass Christian. The New London got under way immediately and stood for that place, and approached as near as practicable on account of shoal water. The rebel boats approached within two thousand yards, when the engagement began; the New London begining the action on finding the enemy not disposed to come nearer. The fight lasted one hour and fifty minutes, during which time we fired one hundred and sixty shots of all kinds. There were none injured on this vessel, nor the vessel herself. The vessels of the enemy engaged were the steamers Oregon and Pamlico; from their movements each of them seemed to be struck two or three times. After the engagement the enemy left for the lakes. We remained on the ground until they were out of sight and then returned to Ship island.

I am, very respectfully, your obedient servant,

A. READ,
Lieutenant Commanding.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

UNITED STATES STEAMER NEW LONDON,
Off Ship Island, April 5, 1862.

SIR: On the afternoon of the 2d instant we left Ship island, in company with the United States steamer J. V. Jackson and the transport steamer Henry Lewis, with the Connecticut 9th volunteer regiment on board, to co-operate with the army, for the purpose of effecting a landing at Biloxi. The landing was made on the evening of the same day, the New London and J. P. Jackson anchoring off the town. The next day, about 4.30 p. m., the troops embarked, when all got under way and stood for Pass Christian, intending to make a landing there the following day. At 10 a. m., having taken a favorable position for the night, we came to anchor. On the 4th day of April, at 4.40 a. m., three rebel steamers were discovered, standing down to make an attack. The action was immediately begun by the New London, Jackson, and Lewis, with the rebel steamers Oregon, Pamlico, and Carondelet; but, after its continuation for about thirty minutes, the Lewis was withdrawn on account of the crowded state of her decks. The New London and Jackson continued the fight for one hour and forty-five minutes, when the enemy withdrew, apparently much injured. About 9 a. m. the United States steamer Hatteras joined us, and, being senior officer, took command. While the landing was being effected at Pass Christian, a rebel merchant steamer appeared to the eastward and was immediately pursued by the New London and Jackson. After a chase of about an hour she was captured, and proved to be the rebel steamboat P. C. Wallis, loaded with turpentine, rosin, and lime.

I am, very respectfully, your obedient servant,

A. READ,
Lieutenant Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Acting Master L. W. Pennington's report of the abandonment of Fort Livingston, &c.

UNITED STATES SCHOONER HENRY JANES,
April 28, 1862.

SIR: On the evening of the 25th I received orders from Lieutenant Smith to prepare for sea, which I did; and on the 26th I received orders to proceed, without delay, to Bastien's bay, to blockade the same, which is within eight miles of Fort Livingston. The wind being light, I drifted more to the westward than I anticipated, and brought up at Fort Livingston. There I fell in with the United States schooner Kittatinny, three-masted. The George W. Mangum, 2d division, and, directly after, the Orvetta, Captain Blanchard, came to by us. We anchored, and I was informed by the captain of the Kittatinny that the rebels in Fort Livingston hoisted the secession flag every Sunday, and on that day only. On the 27th instant, at 7.30 a. m., I espied a flag of truce on the forts. I immediately lowered the first cutter and went on shore, but the Kittatinny's boat reached the fort five minutes in advance of me, and had the pleasure of hoisting the American flag on the ramparts of the fort, which I should have liked to do. After reaching the fort I met a man by the name of Angelo Yunata, whom I was formerly acquainted with in New Orleans. He had been in service six months at Fort Livingston, at which place he was born, or at least two miles off from the fort. There were also five other men, four women, and five children, all of whom were inhabitants of the island, except one woman, who is a resident of New Orleans. Her husband was among the troops that left the fort—the wife being sick and not able to move, having been confined to her bed by child-birth three days previous. From her I obtained most of my information. She says the fort was in charge of Colonel Theouve, and there were 330 soldiers in all, chiefly French and Italians; that they were poorly clad, and had but little to eat.

The letter that I send with this despatch was found in the fort. Your can judge for yourself of their condition. The woman's name is Colorick; she washed for them in the fort and never received a dollar for her services. When they left she had nothing to eat, and they set fire to what was in the fort. She says Colonel Theouve told her, the night of the 25th, that New Orleans was in possession of the Union troops; that the rebels laid down their arms without resistance. He (Colonel Theouve) left New Orleans on the morning of the 25th instant.

It takes eight hours to come from New Orleans to Fort Livingston by water, the shoalest depth three feet. The steamboat Bee, that carried the troops from the fort, is now up the bay, out of reach of our vessels, but can be taken by our boats. They had a quarrel about the boats the night they left, she being owned by the planters on the mainland, part of whom, the man Angelo says, are Union men. He says most of the people on the opposite side are in favor of the Union. The Temple, a small battery above Fort Livingston, is also evacuated, and only two guns left there, of a small size. We found at Fort Livingston eleven 32-pounders, complete; one 8-inch columbiad, new, painted red; one 80-pound rifled gun, three spare field carriages one thousand 32-pound shot, seven conical shell, four barrels flour, one coil Manilla rope, six shovels, four axes, eight pickaxes, one can turpentine, two cans paint-oil, twenty training tracks, seven cases of glass, and seventeen barrels of beef. The officers' department I found furnished comfortably—plenty of wine, a number of papers, (none later than the 18th instant,) which I have. I left the fort in charge of Captain Sampson, whose boat made the landing five minutes in advance of mine. The fort is in very good order; the cannon look well; the rifled one and the 8-inch columbiad are fine guns, and the former, I think, is of very long

range. They said at the fort that Colonel Theouve thought we would attack him very early in the morning with our vessels. They set fire to the fort and to a brig loaded with cotton, which had just bent her sails the day we reached there, and was going to sea that night; the fort we saved from the flames. Angelo Yunata, as soon as I met him, pulled out eighty dollars in confederate notes, and said "that was the fruits of his six months' labor, and he would make me a present of it." He also handed me his vessel's papers, issued at New Orleans 26th September.

I left the fort at 4 p. m. 27th instant. At 8 a. m. on the morning of the 28th I espied a lot of small craft at the entrance of Bastien bay. I tacked ship and stood toward them until in nine feet of water, and then came to anchor, lowered away two of my boats and went to them. On examination I found nothing in them. They were fishing and oystering boats, ranging from five to twenty tons, seven in number, besides seven skiffs. Their owners I found encamped on Shell island, and forbid them taking their boats out. Captain Godfrey came in after me, and, as I had despatches for Captain Porter, I told Captain Godfrey he had better look out and keep them in. They cannot get through inside, as he lies at the entrance, which is easy to blockade. They say that they carry oysters to New Orleans, but the river being high they cannot get through the canal. I could get no information from them in regard to how they were situated at the forts. I believe they are stationed there to take off the prisoners, if they have to surrender.

Your obedient servant,

LEWIS W. PENNINGTON,
Acting Master, Commanding.

Com. DAVID D. PORTER,
Commanding Mortar Flotilla.

Correspondence for the surrender of Baton Rouge, Louisiana.

UNITED STATES FLAG-SHIP HARTFORD,
Off Baton Rouge, Louisiana, May 14, 1862.

SIR: I have the honor to forward herewith, for the information of the department, the correspondence which has taken place between Commander Palmer, commanding the United States steamer Iroquois, and the mayor of the city of Baton Rouge; also, my correspondence with the mayor and his replies.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER IROQUOIS,
At anchor off Baton Rouge, May 9, 1862.

SIR: Agreeably to your instructions, I proceeded up the river and anchored on the evening of the 7th close in abreast this city. I sent an officer on shore to summon the mayor on board, but, as he was not in town, the next in authority accompanied my officer on his return, and I was informed that the Brooklyn and gunboats had passed up without communicating, and that the mayor and council would, in the morning, be prepared to receive any communica-

tion that I might make. I accordingly addressed the enclosed letter, numbered 1, and received in reply that marked No. 2.

Here is a capital of a State with 7,000 inhabitants, acknowledging itself defenceless, and yet assuming an arrogant tone, trusting to our forbearance.

I was determined to submit to no such nonsence, and accordingly weighed anchor and steamed up abreast the arsenal, landed a force, took possession of the arsenal, barracks, and other public property of the United States, and hoisted over it our flag. No resistance was offered.

I then addressed the mayor the communication marked 3, to which No. 4 is the reply; and shortly afterwards the Brooklyn hove in sight, coming down the river and anchoring near us. I reported what I had done to Captain Craven, who thoroughly indorsed my action.

Very respectfully, your obedient servant,

JAS. S. PALMER, *Commander.*

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

No. 1.

UNITED STATES STEAMER IROQUOIS,
At anchor off Baton Rouge, May 8, 1862.

SIR: As there seems to be no hope of a senior officer arriving this afternoon, I shall proceed to carry out the intentions of the flag-officer.

The same terms shall be afforded the city of Baton Rouge as were granted to New Orleans; it must be surrendered to the naval forces of the United States.

The rights and property of its citizens shall be respected; but all property belonging to the so-called confederate States must remain intact, to be delivered over when demanded.

The flag of the United States must be hoisted on the arsenal.

An answer is expected this evening.

Respectfully, your obedient servant,

JAMES S. PALMER, *Commander.*

His Honor the MAYOR *of Baton Rouge.*

No. 2.

MAYOR'S OFFICE,
City of Baton Rouge, May 8, 1862.

SIR: Your note of this date has been received, in which you say "the city of Baton Rouge must be surrendered to the naval forces of the United States," and that the same terms will be granted as were to the city of New Orleans.

This note has been submitted to the board of selectmen, and I am instructed to say that the city of Baton Rouge will not be surrendered voluntarily to any power on earth. We have no military force here, and are entirely without any means of defence; its possession by you must be without the consent and against the wish of the peaceable inhabitants.

Further to say, that the city of Baton Rouge has not in possession any property whatever, except such as acquired by the municipal law incorporating it, and exercises no authority over any public property whatever.

Having no control over the arsenal, except for purposes of preserving the buildings since its evacuation, it cannot be expected that this city would be

called on to surrender it, or exercise any act other than such as may be conservative, and not offensive to the sensibilities of the people by hoisting the flag of the United States, as required by you.

Yours, respectfully,

B. F. BRYAN, *Mayor.*

JAS. S. PALMER,
Commander U. S. Steamer Iroquois, at anchor off Baton Rouge.

No. 3.

UNITED STATES STEAMER IROQUOIS,
At anchor off Baton Rouge, May 9, 1862.

SIR: I have to acknowledge the receipt of your reply to my note of yesterday's date.

I now inform you that I have taken possession of the arsenal and hoisted over it the flag of the United States.

War is a sad calamity, and often inflicts severer wounds than those upon the sensibilities. I therefore trust I may be spared from resorting to any of its dire extremities; but I warn you, Mr. Mayor, that this flag must remain unmolested, though I have no force on shore to protect it. The rash act of some individual may cause your city to pay a bitter penalty.

Very respectfully, your obedient servant,

JAMES S. PALMER, *Commander.*

His Honor B. F. BRYAN,
Mayor of Baton Rouge.

No. 4.

MAYOR'S OFFICE,
City of Baton Rouge, May 9, 1862.

SIR: Your note of this date is received, and I agree with you that war is a sad calamity, and it is greatly to be hoped its horrors will not be visited by the intelligent and Christian commander of a hostile fleet upon the *innocent* people and unoffending citizens within the jurisdiction of the town.

In my former note I disclaimed any jurisdiction over the grounds upon which the arsenal is situated, and to preserve order within the limits of this city has always been and will continue to be my duty.

What depredations may be committed without the limits of Baton Rouge the authorities of this city cannot, in fairness, be held responsible, and I cannot conceive why you should make such requirements of the inhabitants.

A moment's reflection must convince you that you have not in conscience, moral, or by any rule of international or statutory law, any such right. But should you adhere and hold this city responsible for the acts of men over whom I have no jurisdiction, I ask that before letting loose your dogs of war you give the women and children and peaceable citizens an opportunity of avoiding the sad calamity. If there has been to-day any manifestation to interrupt your proceedings at the barracks, you may be assured that none of the citizens of this city were engaged, and neither will they be.

Yours, respectfully,

B. F. BRYAN, *Mayor.*

JAS. S. PALMER,
Commander United States Steamer Iroquois, off Baton Rouge.

No. 5.

UNITED STATES FLAG-SHIP HARTFORD,
At anchor off Baton Rouge, May 10, 1862.

SIR: On my arrival before your city Captain Palmer laid before me his correspondence with your honor for the surrender of the city, and has thus far acted in accordance with my views.

I have no wish to interfere with your municipal authority, but desire that you will continue to exercise your functions as mayor, and maintain order in the city, and as the sole representative of any supposed authority, you will suppress every ensign and symbol of government, whether State or confederate, except that of the United States, whose flag has already been hoisted, by order of Captain Palmer, on the arsenal, and which I expect will be respected by yourself and others, so far as not to permit it to be disturbed.

I understand that you have a foreign corps employed as a police guard for the maintenance of good order. They will be respected as such and not interfered with, unless General Butler should deem it necessary to take charge of the city, in which case he or his commandant will issue his own instructions.

Permit me, herewith, to forward you a few of his proclamations.

I am, with great respect, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

His Honor the MAYOR *of Baton Rouge.*

No. 6.

UNITED STATES FLAG-SHIP HARTFORD,
At anchor off Baton Rouge, May 10, 1862.

SIR: I find upon examination a quantity of coal at the foundery recently employed by the confederate government casting shot, &c. This coal I shall require for the use of my vessels, and I shall therefore take it; but as a general thing I desire to trade with the people, and pay for whatever I require.

I am, respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

His Honor the MAYOR *of Baton Rouge.*

No. 7.

MAYOR'S OFFICE, *Baton Rouge, May* 10, 1862.

SIR: I have to acknowledge the receipt of your communication of this morning's date, and in reply have to say that it is my desire and earnest determination to maintain order and quiet in this city, and to that end shall employ all the force at my command. I think I can safely assure you that, so far as the citizens of this place are concerned, no interference upon their part will be made with the flag which you have caused to be hoisted at the arsenal, and, in order that it may not be molested, I have issued my proclamation enjoining all citizens not to interrupt or interfere with it.

The bearer of this, Mr. William Markham, of the firm of Hill & Markham, are the owners of the coal which you inform me you require for the use of your

vessels. At my instance, Mr. Markham presents himself in person to make such arrangements for disposing of it as may meet with your expressed wish.

I am, very respectfully, your obedient servant,

B. F. BRYAN, *Mayor.*

Flag-Officer D. G. FARRAGUT,
United States Flag-Ship Hartford.

Correspondence for the surrender of Natchez and Vicksburg.

UNITED STATES FLAG-SHIP HARTFORD,
Near Natchez, Mississippi, May 27, 1862.

SIR: I have the honor to forward herewith, for the information of the department, the correspondence which has passed betwen Commander James S. Palmer, commanding United States gunboat Iroquois, and the authorities of Natchez; also the correspondence between Commander S. P. Lee, commanding United States gunboat Oneida, and the authorities of Vicksburg, in relation to the surrender of those cities to the naval forces under my command.

I am, very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER IROQUOIS,
At anchor off Natchez, May 13, 1862.

SIR: In obedience to your order of the 10th instant, I left Baton Rouge at four in the afternoon of that day, and proceeded up the river until I overtook the Oneida and the gunboats, some forty miles below this, who accompanied me into my present position off this city, which I reached at two on the afternoon of yesterday. I addressed to the mayor the accompanying letter, (marked 1,) which they refused to receive at the landing, and the tone seemed to be that of resolute non-intercourse. This conduct being rather more dignified than wise, I instantly seized the ferry-boat, then on this side, occupied in filling herself with coal, which I intended to secure also, and placing on board of her a force from this squadron of seamen and marines, and a couple of howitzers, under the command of Lieutenant Harmany, of this ship, sent her across to the landing, with orders that if there were not there some of the authorities to receive my communication, he was to land his force, march up to the town, which was about half a mile distant, with colors flying, and there cause the mayor to receive and read my letter. But when the party had reached the landing they found two members of the common council sent, with an apology from the mayor, to receive my communication. They begged that the force should not be landed, as they intended to make no resistance, and seemed disposed to acquiesce in anything I demanded.

The party then returned, and the following morning I received the enclosed reply, (numbered 2,) together with the proclamation, which I also enclose.

The city being now virtually surrendered, and by the proclamation of the mayor so announced to its inhabitants, I concluded to send an officer on shore, to which purpose I sent the note marked No. 3.

In an hour or two, being notified, by signal, that the committee, with an escort, was in waiting to receive my officer, I despatched Lieutenant McNair, of

this ship, to ascertain from the mayor whether there were any public buildings from which the rebel flag had hitherto been displayed; if so, it was my intention to hoist there the flag of the United States, which I should require to be guarded and respected by the authorities; also to say that I was as anxious as he was to preserve the peace and quiet of the town; that we were not here to make war upon its peaceable inhabitants, and that I should land no force unless I considered it absolutely necessary. This officer was received most courteously and even kindly by the authorities. The mayor assured him that the flag had never been officially displayed in Natchez; that their government had no buildings or property in the town; but that if I chose to hoist the flag of the United States, the authorities would do their best to protect it, but hoped they would be spared the responsibility for the possible act of an excited populace. As this city, like Baton Rouge, had never occupied a military position, but was simply a trading town, and as the mayor and authorities had behaved in so sensible and gentlemanlike a manner, I concluded to leave the question of hoisting the flag open until your arrival, and so informed them.

The policy of my forbearance I submit to your better judgment.

I am, very respectfully, your obedient servant,

JAMES S. PALMER, *Commander.*

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Squadron.

No. 1.

UNITED STATES STEAMER IROQUOIS,
At anchor off Natchez, Mississippi, May 12, 1862.

SIR: In advance of the squadron now coming up the Mississippi, I am instructed by the flag-officer to demand the surrender of the city of Natchez to the naval forces of the United States.

The same terms will be accorded as were granted to New Orleans and Baton Rouge. The rights and property of all peaceable citizens will be respected; but all property in this city belonging to the so-called confederate States must be delivered up, and the flag of the United States must wave unmolested and respected over your town.

Very respectfully, your obedient servant,

JAS S. PALMER, *Commander.*

His Honor the MAYOR *of Natchez.*

No. 2.

MAYOR'S OFFICE,
Natchez, Miss., May 13, 1862.

SIR: Your communication of 12th instant has been received by me and laid before the board of selectmen of this city, and I am directed to return the following reply:

Coming as a conqueror, you need not the interposition of the city authorities to possess this place. An unfortified city, an entirely defenceless people, have no alternative but to yield to an irresistible force, or uselessly to imperil innocent blood. Formalities are absurd in the face of such reality. So far as the city authorities can prevent, there will be no opposition to your possession of the city; they cannot, however, guarantee that your flag shall wave unmolested

in the sight of an excited people; but such authority as they possess will be exercised for the preservation of good order in the city. As to property belonging to the confederate States, they are not aware of any such within the limits of the city.

Very respectfully, your obedient servant,

JOHN HUNTER, *Mayor.*

JAMES S. PALMER,
Com'r U. S. Steamer Iroquois, at anchor off Natchez, Miss.

PROCLAMATION.

The city being in the possession of the forces of the United States, it is earnestly requested that the citizens will preserve good order and commit no acts that might provoke the injury of a defenceless people, and it is hereby enjoined upon them that they abstain from any such acts.

JOHN HUNTER, *Mayor.*

MAYOR'S OFFICE, *Natchez, Miss., May* 13, 1862.

No. 3.

UNITED STATES STEAMER IROQUOIS,
Off Natchez, May 13, 1862.

SIR: I shall send an officer on shore to communicate with you. I request that a committee may be at the landing to receive him, at your earliest convenience.

Very respectfully, your obedient servant,

JAMES S. PALMER,
Commander United States Navy.

His Honor JOHN HUNTER,
Mayor of Natchez.

UNITED STATES STEAMER ONEIDA,
Near Vicksburg, May 18, 1862.

To the Authorities of Vicksburg:

The undersigned, with orders from Flag-Officer Farragut and Major General Butler, respectively, demand the surrender of Vicksburg and its defences to the lawful authority of the United States, under which private property and personal rights will be respected.

Respectfully yours,

S. PHILLIPS LEE,
Commanding Advanced Naval Division.

(Also signed by General Williams.)

HEADQUARTERS, *Vicksburg, May* 18, 1862.

SIR: As your communication of this date is addressed to the "authorities of Vicksburg," and that you may have a *full* reply to the said communication,

I have to state that Mississippians don't know and refuse to learn how to surrender to an enemy. If Commodore Farragut or Brigadier General Butler can teach them, let them come and try.

As to the defences of Vicksburg, I respectfully refer you to Brigadier General Smith, commanding forces at and near Vicksburg, whose reply is herewith enclosed.

Respectfully,

JAMES L. ANTRY,
Military Governor and Colonel Commanding Post.

S. PHILLIPS LEE,
Commanding Advanced Naval Division,
United States Steamer Oneida.

HEADQUARTERS DEFENCES OF VICKSBURG,
May 18, 1862.

SIR: Your communication of this date, addressed to the "authorities of Vicksburg," demanding the surrender of the city and its defences, has been received.

Regarding the surrender of the defences, I have to reply that, having been ordered here to hold these defences, it is my intention to do so as long as in my power.

Respectfully,

M. L. SMITH,
Brigadier General Commanding.

S. PHILLIPS LEE, U. S. N.,
Commanding Advanced Naval Division.

MAYOR'S OFFICE,
Vicksburg, Mississippi, May 18, 1862.

Your communication of this date, addressed "to the authorities of Vicksburg," has been delivered to me.

In reply, I will state to you that, as far as the municipal authorities are concerned, we have erected no defences, and none are within the corporative limits of the city. But, sir, in further reply, I will state that neither the municipal authorities nor the citizens will ever consent to the surrender of the city.

Respectfully, yours,

L. LINDSAY, *Mayor of the City.*

S. PHILLIPS LEE, U. S. N.,
Commanding Advanced Naval Division.

UNITED STATES STEAMER ONEIDA,
Below Vicksburg, Mississippi, May 21, 1862.

SIR: It becomes my duty to give you notice to remove the women and children beyond the range of our guns within twenty-four hours, as it will be impossible to attack the defences without injuring or destroying the town, a proceeding which all the authorities of Vicksburg seem determined to require. I had hoped that the same spirit which induced the military authorities to retire

from the city of New Orleans, rather than wantonly sacrifice the lives and property of its inhabitants, would have been followed here.

Respectfully, yours,

S. PHILLIPS LEE,
U. S. N., Commanding Advanced Naval Division.

L. LINDSAY, Esq.,
Mayor of the City of Vicksburg.

MAYOR'S OFFICE,
Vicksburg, Mississippi, May 21, 1862.

SIR: Your communication of this date was handed to me at a late hour this evening, too late to give public notice to the women and children. In consequence thereof, I shall date your twenty-four hours' time from to-morrow morning, the 22d instant, at eight o'clock a. m.

Respectfully,

L. LINDSAY, *Mayor.*

S. PHILLIPS LEE, U. S. N.,
Commanding Naval Advanced Division, U. S. Steamer Oneida.

UNITED STATES STEAMER ONEIDA,
Below Vicksburg, May 22, 1862.

SIR: I have to acknowledge the receipt of your communication of yesterday evening, and, in reply, have to state that my communication of yesterday in relation to the removal of the women and children was for the purpose of placing it at my option *to fire or not*, as I might think proper, at the earliest moment upon the defences of the town, without producing a loss of innocent life, and to that determination I shall adhere.

Respectfully, yours,

S. PHILLIPS LEE,
Commanding Advanced Naval Division.

L. LINDSAY, Esq.,
Mayor of the City of Vicksburg.

Encounter between gunboats and rebel artillery in the vicinity of Grand Gulf.

UNITED STATES FLAG-SHIP HARTFORD,
Baton Rouge, June 12, 1862.

SIR: I have the honor herewith to forward Commander Palmer's report of an encounter between our gunboats and the rebel artillery in the vicinity of Grand Gulf; also, the report of the death of the acting assistant paymaster of the Katahdin, survey of Assistant Surgeon McSherry, of the Sciota, and a report against Master's Mate S. J. Hazazer, also of that vessel, whom I shall send north.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer Western Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER IROQUOIS,
Off Grand Gulf, Miss., June 10, 1862.

SIR: Disappointed in not hearing from you, I feared the rebels might be erecting batteries upon the bluffs down the river, and thus prevent any transport coming up from New Orleans; and being also anxious about the coal vessels, which I supposed to be at anchor above Natchez, I despatched a gunboat as far down as that town for information.

To my surprise, I learned upon her return that you had taken down the coal vessels with you, and, in passing Grand Gulf, her captain thought he discovered earthworks in the process of erection.

I accordingly sent down the Wissahickon and Itasca, under command of Commander DeCamp, who found a battery of rifled guns actually there erected, and a force of some 500 artillerists ready to receive them. They were pretty roughly handled, as the commander of the Itasca will inform you, having been hulled, the one twenty-five times, the other seventeen. They, however, only lost one man killed and six wounded.

This being rather too serious an obstacle to have in our rear, I decided upon bringing the rest of the squadron down and breaking up this business before it got too formidable; but I fear we cannot injure the batteries on the hill, and we have no remedy against their plunging shot. I feared to leave a few gunboats only at Vicksburg, as an iron-clad armed ram was reported ready at Yazoo river, and there was no knowing when some of the rebel gunboats would come down from above, Fort Pillow, we learned, having been partly evacuated, and some heavy guns and a quantity of ammunition had arrived at Vicksburg; besides, the gunboats are all of them in a most crippled condition. The sick list has vastly increased. The Katahdin has lost her paymaster, whose remains I send down by the Itasca. The surgeon of the Sciota having been condemned by a medical survey, goes down also. The men of the Colorado I send down, as their time has expired, and all of them are more or less afflicted with scurvy, several of them serious cases. As they were anxious to go, I did not think it right to detain them.

We are all short of coal and provisions, and have but a few days' oil for the engines among us. Unless supplies come up, we cannot stay here a week longer.

I send the Katahdin down as far as the mouth of Red river, in company with the Itasca, to ascertain whether there are any batteries on the bluffs betwixt us and that point. If there should be, you will have the information by the Itasca, provided she can get by in safety.

This afternoon I shall drop down and attack the batteries.

P. S.—Evening.—This afternoon I dropped down abreast the town with the squadron, excepting the Itasca, on board of which I had already sent the sick and wounded.

We shelled the town for an hour, but they deserted their batteries, and, with the exception of a few rifle shots, manifested no resistance. The heights, however, are filled with riflemen, and if they give us any more annoyance I shall burn the town.

Very respectfully, your obedient servant,

JAS. S. PALMER,
Commanding Advance Division.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Squadron.

Correspondence between Flag-Officer Farragut and the rebel General Lovell with reference to an attack on Rodney, Mississippi, in June, 1862.

UNITED STATES FLAG-SHIP HARTFORD,
Baton Rouge, June 17, 1862.

SIR: I herewith enclose copies of my correspondence with the rebel General Lovell, and the letter of Lieutenant Commanding Nichols to the authorities of Rodney.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

CONFEDERATE STATES OF AMERICA,
HEADQUARTERS DEPARTMENT NO. 1,
Jackson, Mississippi, June 12, 1862.

SIR: I have the honor to enclose copy of a letter received by the mayor of Rodney, notifying him, in substance, that if the vessels of the United States navy are fired upon by our troops from or near the town, vengeance will be taken upon the women and children, or, as the writer is pleased to term it, "punishment for the offence will be visited upon the town," and this, too, while declaring that "we are not here to war upon unarmed or peaceable persons."

Where two nations are at war, it has been customary among civilized people "to punish the offence" of an attack by the armed forces of one upon those of the other by a combat with the attacking party. If such attack be made from a town, the assaulting party is not entitled to, and, so far as our troops are concerned, does not claim, any immunity by reason of the presence of women and children. *What we do claim*, however, and insist upon, is, that when your vessels or transports are fired into by our troops, they shall not hasten to the nearest collection of unarmed and peaceable women and children, and wreak their vengeance upon them, as was done lately at Grand Gulf by United States vessels, in retaliation for an attack with which the town had nothing more to do than had the city of St. Louis.

My batteries are located at such points upon the river as are deemed best suited for the desired purposes, and without reference to, or connexion with, the people of the town. Should the site happen to fall within a village, you, of course, are at liberty to return the fire. Should it be in the vicinity of one, however, the usages of civilized warfare do not justify its destruction, unless demanded by the necessities of attack or defence.

I cannot bring myself to believe that the barbarous and cowardly policy indicated in the enclosed letter will meet with the approval of any officer of rank or standing in the United States navy. I have, therefore, thought proper to transmit it to you under a flag of truce, with the confident expectation that you will direct those under your command to confine their offensive operations as far as possible to our troops, and forbid the wanton destruction of defenceless towns, filled with unoffending non-combatants, unless required by imperious military necessity.

The practice of slaying women and children, as an act of retaliation, has, happily, fallen into disuse in this country with the disappearance of the Indian tribes, and I trust it will not be revived by the officers of the United States

navy, but that the demolition and pillage of the unoffending little village of Grand Gulf may be permitted to stand alone and without parallel upon record.

I am, sir, your obedient servant,

M. LOVELL,
Major General, Commanding

COMMANDING OFFICER, UNITED STATES NAVY,
Mississippi River, near Baton Rouge.

[Indorsement.]

HEADQUARTERS,
Baton Rouge, Louisiana, June 14, 1862.

This paper is respectfully referred to the flag-officer, and the officer bearing it is directed to wait till to-morrow morning, outside our pickets, for an answer or no answer. I think the paper frivolous, and designed to mask an investigation into our plans, and an observance of our force.

Respectfully,

T. WILLIAMS,
Brigadier General of Volunteers.

UNITED STATES STEAMER WINONA,
Off Rodney, June 5, 1862.

To the authorities of the town of Rodney:

You are doubtless aware that the town of Grand Gulf was fired upon a short time since by some of the vessels of the United States government, as a punishment for permitting a battery to fire upon some of our transport steamers while passing down. I deem it my duty to inform you that, should any battery or artillery fire upon any of our vessels while passing up or down, from or near the town of Rodney, the punishment for the offence will be visited on the town. We are not here to war upon unarmed or peaceable persons, and we would deprecate any event compelling us to fire upon the property of inoffensive people.

Very respectfully, your obedient servant,

ED. T. NICHOLS,
Lieutenant Commanding, and Senior Officer Present.

UNITED STATES FLAG-SHIP HARTFORD,
Baton Rouge, June 17, 1862.

SIR: I have to acknowledge the receipt of your communication of the 12th instant, together with its enclosure, in which you are pleased to say that vengeance will be visited upon the women and children of Rodney, if our vessels are fired upon from the town. Although I find no such language contained in the letter of Lieutenant Commanding Nichols, or even any from which such inference might be drawn, still I shall meet your general remark on your own terms. You say you locate your batteries "at such points on the river as are deemed best suited," &c., without reference to the people of the town, and claim no immunity for your troops. Now, therefore, the violation is with you. You choose your own time and place for the attack upon our defenceless people, and should, therefore, see that the innocent and defenceless of your own people are out of the way before you make the attack; for, rest assured, that the fire will be returned, and we will not hold ourselves answerable for the death of the in

nocent. If we have ever fired upon your "women and children," it was done here at Baton Rouge, when an attempt was made to kill one of our officers, landing in a small boat, manned with four boys. They were, when in the act of landing, mostly wounded by the fire of some thirty or forty horsemen, who chivalrously galloped out of the town, leaving the women and children to bear the brunt of our vengeance. At Grand Gulf, also, our transports were fired upon in passing, which caused the place to be shelled, with what effect I know not; but I do know, that the fate of a town is at all times in the hands of the military commandant, who may, at pleasure, draw the enemy's fire upon it, and the community is made to suffer for the act of its military.

The only instance I have known where the language of your letter could possibly apply, took place at New Orleans on the day we passed up in front of the city, while it was still in your possession, by your soldiers firing on the crowd. I trust, however, that the time is past when women and children will be subjected by their military men to the horrors of war; it is enough for them to be subjected to the incidental inconveniences, privations, and sufferings.

If any such things have occurred as the slaying of women and children, or innocent people, I feel well assured that it was caused by the act of your military, and much against the will of our officers; for, as Lieutenant Commanding Nichols informs the mayor, we war not against defenceless persons, but against those in open rebellion against our country, and desire to limit our punishment to them, though it may not always be in our power to do so.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockading Squadron.

Major General MANSFIELD LOVELL,
Commanding Confederate Troops, Jackson, Mississippi.

Flag-Officer Farragut reports the necessity of 12,000 *to* 15,000 *army force to co-operate in the taking of Vicksburg.*

FLAG-SHIP HARTFORD,
Above Vicksburg, June 28, 1862.

SIR: I passed up the river this morning, but to no purpose; the enemy leave their guns for the moment, but return to them as soon as we have passed, and rake us. Our loss, as far as ascertained, is not very great. Commander Porter shelled them two days to get his ranges, and all his vessels entered into the attack with great spirit, and did excellent service. The fire of the ships was tremendous. The Brooklyn, Kennebec, and Katahdin did not get past the batteries. I do not know why.

I am satisfied it is not possible for us to take Vicksburg without an army force of 12,000 or 15,000 men. General Van Dorn's division is here, and lies safely behind the hills. The water is too low for me to go over twelve or fifteen miles above Vicksburg.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Commanding Western Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Engagement with rebel batteries at Grand Gulf, June 9, 1862, and destruction of telegraph wires at Bayou Sara.

UNITED STATES FLAG-SHIP HARTFORD,
Mississippi River, June 24, 1862.

SIR: I have the honor herewith to forward Commander DeCamp's report of an engagement with the rebel batteries at Grand Gulf, on the morning of June 9; also Captain T. T. Craven's report of his passage up the river and destruction of the telegraph wires at Bayou Sara.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Commanding Western Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER WISSAHICKON,
Off Grand Gulf, Mississippi, June 9, 1862.

SIR: This morning, at about 4 o'clock, the batteries on shore opened on this vessel and the Itasca with rifled and other cannon. We slipped our chains as soon as possible and commenced firing with five-second fuzes; and, after an action which was kept up with great spirit for two hours, the batteries were silenced, and we are now just out of their range, repairing damages, filling shells, &c., &c. I am sorry to inform you that in this engagement the Itasca lost one man killed and three wounded, and this vessel has two men wounded. The Itasca has about twenty-five shot in her sides, and the Wissahickon was hulled seventeen times. Our 11-inch gun-carriage was badly injured early in the action, while the Parrott rifle on the forecastle is a worthless concern. Our starboard howitzer is disabled; but this latter gun was our only dependence until we could repair the carriage of the large gun. Our starboard boat is smashed, which leaves us but one for use; if you could send me one, I should be obliged to you. I shall continue my fire upon the place, as the enemy show themselves; and beg to refer you to Captain Caldwell for further particulars.

Very respectfully, your obedient servant,

JOHN DeCAMP, *Commander.*

Commander JAMES S. PALMER,
Commanding Advance Division, U. S. Naval Forces.

UNITED STATES STEAM-SLOOP BROOKLYN,
Off Vicksburg, June 22, 1862.

SIR: In obedience to your orders of the 13th instant, I left Baton Rouge, on my way up the river, at 1 p. m. of that day. On the 14th, at 9 p. m., I sent the marine guard and a party of seamen, in all about one hundred men, under charge of Lieutenant Lowry, on shore at Bayou Sara, for the purpose of destroying the telegraphic apparatus and cutting the wires, and with orders to inform the authorities of that town that we were on the river for the purpose of enforcing the laws of our common country and protecting its loyal citizens; and at the same time to warn them that if any hostile demonstrations were made upon our vessels or transports as they passed in front of their town, by the

thieves and murderers yclept guerillas, the town would be held responsible for it, and at least be laid under contribution, if not dealt with more severely.

At about 11 o'clock a. m. Lieutenant Lowry returned with his party to the ship, having thoroughly accomplished his work, excepting securing the telegraphic apparatus, which had been removed but a few minutes before he landed. About a half mile of the wire was cut and brought on board, and the vitriol and batteries destroyed.

The people ashore appeared to be peaceably disposed, were quite civil, and made no disrespectful demonstrations. The mayor or chief magistrate informed Lieutenant Lowry that but two or three days previous to our arrival the town had been visited by a band of guerillas; that they had committed many outrages against law and order; and that he had arrested a lieutenant who commanded the party, but he was rescued by his men and borne off to the woods. He represented these guerillas as a lawless set, whom the inhabitants of the country and small towns "had a greater dread of than they had of the visits of our navy, or even of our *army*," and hoped we would not hold him responsible for the acts of these cutthroat bands.

Before leaving the shore, Lieutenant Lowry, with the flag of our Union at the head of his party, marched to the tunes of Yankee Doodle and "Dixie" through some of the principal streets.

We passed Natchez at about 10.30 a. m. of the 16th. On the morning of the 17th the Richmond joined us, and at about 9.30 a. m. we passed Rodney. We arrived at our present anchorage on the 18th, at 11.30 a. m.

Nowhere on our route were we molested, and I saw no change in the aspect of things since our last trip, except at Grand Gulf. The town there was in ruins, having been first riddled by shot and then destroyed by fire. On a small hill, just to the right of the town, was a small earthwork, which had been but recently thrown up, and was capable of receiving three or four small field-pieces. This work, as well as the town, was entirely deserted.

On the 20th instant Commander Porter arrived here with two of his mortar-boats. Yesterday the Miami arrived with another, and this afternoon four others were towed up.

Commander Porter informed me that his flotilla was fired upon at Ellis Cliffs, and that it is the intention of the rebels to mount a troublesome battery at that place, and also at Quitman's Landing, as he learned at a farm-house as he came up.

The boats which came up this afternoon were fired at from Ellis Cliffs, and one, the Empire Parish, was hit two or three times—one shot having temporarily disabled one of her boilers. Yesterday morning I sent the Oneida and Winona to look after those places. To-morrow I shall send the Katahdin to convoy the two tow-boats as far as Baton Rouge, or until she meets you. Here at Vicksburg the rebels appear to be quite busy in extending and fortifying their works, and it is said that they have some ten thousand troops quartered in and about the town.

Very respectfully, your obedient servant,

THOMAS T. CRAVEN, *Captain.*

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Acting Master Crocker's report of an encounter between the United States Steamer Kensington and a rebel battery, June 25, 1862.

UNITED STATES FLAG-SHIP HARTFORD,
Above Vicksburg, June 29, 1862.

SIR: I have the honor herewith to forward the report of Acting Master Frederick Crocker of an encounter between the United States steamer Kensington, under his command, and a rebel battery in the vicinity of Ellis Cliffs and Rodney.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, commanding Western Gulf Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER KENSINGTON,
June 27, 1862.

SIR: I have the honor to report that on the morning of June 22, by order of Captain Henry Morris, I proceeded with the steamer Kensington a short distance below New Orleans, where I took in tow the bark Horace Beals and schooner Sarah Bruin, of the bomb flotilla, under command of Lieutenant Commanding K. Randolph Breese, to proceed to Vicksburg.

Nothing worthy of note occurred till the evening of the 25th, when, in coming to anchor a few miles above Ellis Cliffs, the Kensington grounded, but in about an hour was got afloat again without difficulty. During the night (June 25) rockets, musket-shots, and other sounds gave indication of the enemy, and the crews of all the vessels went to quarters; but no attack being made, we lay quiet until daylight, when we hove up anchor and proceeded up the river, keeping a sharp lookout on all sides, and ready for instant action. There was no appearance of an enemy, however, till we arrived opposite the bluff, a short turn about eighteen miles below the town of Rodney, (Cole's creek,) where we were attacked by a battery, apparently of two or four 6-pounders, concealed in the thicket under the bluff.

Their first shot, from a distance of not more than two hundred yards, took effect on the Sarah Bruin, wounding two of the crew severely. Three other shots, fired at almost the same instant, fell short, when a round of grape from the Sarah Bruin, and a shell from the Kensington, both of which dropped with great accuracy into the midst of the smoke from their guns, silenced the battery completely.

Both the Sarah Bruin and Kensington, together with the riflemen from all the vessels, continued firing till the course around the turn brought them out of range, and enabled the Horace Beals to open fire from her battery, which she did with great animation; and the thicket was shelled until our vessels were entirely out of range. Previous to the attack, Lieutenant Breese, senior in command, had made every preparation that judgment and skill could suggest, and to that we were mainly indebted for the success and completeness with which the attack was repelled. The pilot, a Union gentleman from New Orleans, who volunteered his services when no regular pilots could be obtained, deserves commendation for the skilful manner in which he piloted the vessels while under fire, and for his careful attention at all times.

The crews of all the vessels deserve credit for the promptitude and accuracy with which they returned the enemy's fire, no doubt causing considerable loss,

as one man was seen to fall. The Kensington has on board a full cargo of stores, an invoice of which has been furnished Commander T. A. M. Craven, of the Brooklyn, for your use. The Kensington has also on board a draft of thirty men for the fleet, sent from the Pensacola.

I am, respectfully, your obedient servant,

FREDERICK CROCKER,
Acting Master, Commanding.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Squadron.

Flag-Officer Farragut's report of the action of June 28, 1862, at Vicksburg.

UNITED STATES FLAG-SHIP HARTFORD,
Above Vicksburg, Mississippi, July 2, 1862.

SIR: In obedience to the orders of the department and the command of the President, I proceeded back to Vicksburg with the Brooklyn, Richmond, and Hartford, with the determination to carry out my instructions to the best of my ability.

My difficulties and expenses in getting coal and provisions up the river have been very great, and it has only been accomplished by great exertions on the part of Captain H. W. Morris, aided by the army. Captain D. D. Porter's mortar flotilla, which was deemed indispensable to shell out the heights, had also to be towed up. All this caused great delay, but by the steady exertions of that officer, and the assistance of all in whose power it was to help, we succeeded in getting up sixteen mortar vessels, and arrangements were soon made to bombard the forts on the heights at Vicksburg. Owing, however, to some imperfection in the fuzes, (which Captain Porter will explain,) he was two days getting his ranges. On the evening of the 27th he reported to me that he was ready, and I issued my general order (a copy of which is hereto appended) for the attack on the 28th, at 4 a. m.

At 2 a. m. on the 28th June, the signal was made to weigh, and we proceeded up to the attack in the order of steaming prescribed in the diagram accompanying the general order. At 4 o'clock precisely, the mortars opened fire, and at almost the same moment the enemy fired his first gun, which was returned by the leading vessels—Iroquois, Commander J. S. Palmer; Oneida, Commander S. P. Lee; and Richmond, Commander James Alden. The other vessels—Wissahickon, Commander John DeCamp; Sciota, Lieutenant Commanding Edward Donaldson; this ship, Commander R. Wainwright; Winona, Lieutenant Commanding E. T. Nichols; and Pinola, Lieutenant Commanding Pierce Crosby—next came up, and poured in their fire successively. At almost the same instant, Commander D. D. Porter came up on our starboard quarter with the Octorara, Westfield, Clifton, Jackson, Harriet Lane, and Owasco, and opened in fine style upon the enemy. The Hartford fired slowly and deliberately and with fine effect—far surpassing my expectations in reaching the summit batteries. The rebels were soon silenced by the combined efforts of the fleet and of the flotilla, and at times did not reply at all for several minutes, and then again at times replied with but a single gun.

I passed up at the slowest speed, (we had but eight pounds of steam,) and even stopped once, in order that the Brooklyn and sternmost vessels might close up.

The Hartford received but very little injury from the batteries in or below the town, but several raking shots from the battery above the town did us considerable damage: they were 50-pounder rifle and 8-inch solid shot. The first

passed through the shell-room in the starboard forward passage, and lodged in the hold, but did no other harm. The 8-inch struck the break of the poop and passed through the cabin, but hurt no one; the rigging was much cut, and the port main-topsail yard was cut in two.

If the ships had kept in closer order, in all probability they would have suffered less, as the fire of the whole fleet would have kept the enemy from his guns a longer space of time, and, when at his guns, his fire would have been more distracted.

When we reached the upper battery we soon silenced it, and it was reported to me that its flag was struck. We therefore gave three cheers; but when we had passed about three-quarters of a mile above they reopened fire with two heavy guns. I was unable to reply to this raking fire, being out of range. Although their shots were well directed, they either had too much or too little elevation, and only cut our rigging to pieces, without injuring any one seriously, which was strange, as the Iroquois, Winona, and Pinola were on our quarter.

At 6 a. m., meeting with Lieutenant Colonel Ellet, of the ram fleet, who offered to forward my communications to Flag-Officer Davis and General Halleck, at Memphis, I anchored the fleet and went to breakfast, while I prepared my hasty despatch (No. 120) and telegram for the department. I also sent across the peninsula to see what was the cause of Captain Craven and the vessels astern of him in the line not passing up. I also desired a list of their casualties, which appears by their letters to have been "*none.*" The casualties in the fleet, as far as heard from, in the passing vessels were seven killed and thirty wounded. Commander Porter reports eight killed and ten or twelve wounded; but that was not his official report, probably, but referred more particularly to the two steamers, Clifton and Jackson, each of which had an accidental shot—the Jackson in the wheel-house, killing the helmsman, and the Clifton a shot through her boiler, killing (by scalding) the men in her magazine, six in number, and one man was drowned by jumping overboard. I herewith forward the report of Acting Lieutenant Commanding C. H. Baldwin, of the Clifton.

The department will perceive, from this (my) report, that the forts can be *passed*, and *we have done it*, and can *do it again as often as may be required* of us. It will not, however, be an easy matter for us to do more than silence the batteries for a time, as long as the enemy has a large force behind the hills to prevent our landing and holding the place.

General Williams has with him about three thousand men, and, on the occasion of our attack and passing, placed a battery of artillery nearly opposite the upper forts, for the purpose of distracting the raking fire from us while running up; but the fort, having a plunging fire upon them, dismounted one of the guns, and killed a man and a horse.

It gives me great pleasure to say that General Williams, Colonel Ellet, and the army officers of this division generally, have uniformly shown a great anxiety to do everything in their power to assist us; but their force is too small to attack the town, or for any other purpose than a momentary assault to spike guns, should such an opportunity offer.

It gives me great pleasure also to report that the officers and men of the ships which accompanied me up the river behaved with the same ability and steadiness on this occasion as in passing Forts Jackson and St. Philip. No one behaved better than Commander J. S. Palmer, of the Iroquois, who was not with me on the former occasion. It pains me much to limit my praise, but I cannot speak of those who did not come up. It was their duty to have followed me, with or without signal, particularly as it was too early and too smoky to distinguish signals. I enclose their explanations herewith.

As to Commander R. Wainwright and the officers and crew of this ship, I cannot speak too highly of their steadiness and coolness, and the energy with which they performed their duties. This ship was conducted as coolly and

quietly as at an ordinary drill at general quarters. There was no confusion of any kind throughout the whole action, and, as far as I could observe the other vessels, the same feeling actuated all the officers and crews engaged.

The captain of the fleet, Commander H. H. Bell, was on the poop by my side, and, not being able, as I before stated, to do much in the management of the fleet, owing to the darkness and the smoke, gave his attention to looking up the batteries and pointing them out to the officers in charge of the guns, and assisting them with his judgment on all occasions.

My secretary, Mr. E. C. Gabandan, noted the time of passing events, and acted as my aid when required, which duty he performed with coolness and steadiness.

I must not fail to mention the coolness of our pilot, John J. Lane, who, although this was the first time he had ever been under fire, did not for a moment quit his post, but steadily guided the ship in her course. He is not a *professional* pilot, as *they* can only be obtained by force in New Orleans.

All of which is respectfully submitted by your obedient servant.

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Official list of killed and wounded in the affair of June 28 at Vicksburg.

FLAG-SHIP HARTFORD,
Above Vicksburg, Mississippi, June 28, 1862.

SIR: I have the honor to report the following list of killed and wounded in that portion of the fleet which passed above Vicksburg in the engagement of this morning, viz:

KILLED—15.

Flag-ship Hartford.—Edward E. Jennings, seaman, from Massachusetts.
Richmond.—George Allstrum, ordinary seaman; Thomas Flarity, seaman.
Oneida.—Stephen H. Randall, seaman.
Pinola.—William H. Thomas, quarter-gunner; Thomas Graham, landsman.
Sciota.—Augustine Ellsworth, ordinary seaman.
Mortar flotilla.—6 scalded, 1 killed, 1 drowned.

WOUNDED—30.

Flag-ship Hartford.—Charles Allen, seaman, slightly; Alexander Capron, landsman, slightly; Lawrence Fay, boy, slightly; Patrick Roach, coal-heaver, head; Philip Roberts, seaman, severely; Sylvester Becket, landsman, slightly; Alfred Stone, landsman, slightly; John H. Knowles, quartermaster, slightly; John Hardgan, landsman, slightly; Joseph ———, ordinary seaman, slightly; Nathan Salter, ordinary seaman, contusion; Captain John L. Broome, marine corps, contusion; Flag-Officer D. G. Farragut, slight contusion.

Richmond.—Howard F. Moffat, master's mate, amputated arm; James Noonan, ordinary seaman, contusion; Thomas Nolan, marine, contusion; George W. Harris, marine, contusion; James Reddy, seaman, severely; James Mohegan, landsman, severely; George Millard, seaman, severely; William Nicholas, landsman, slightly; Charles Howard, ordinary seaman, severely.

Oneida.—Richard M. Hodgson, assistant engineer, severely; William Cowell seaman, severely; Henry Clark, boatswain's mate, slightly.

Pinola.—John Brown, ordinary seaman, severely; William H. Shucks, landsman, slightly.

Sciota.—Edward Hathaway, seaman, amputated arm; William Orne, landsman, slightly; Clarence Miller, ship steward, severely.

Returns have not yet been received from Captain Porter's mortar flotilla and that portion of the fleet below Vicksburg.

I am, very respectfully, your obedient servant,

J. M. FOLTZ, *Fleet Surgeon.*

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

GENERAL ORDERS.

UNITED STATES FLAG-SHIP HARTFORD,
Below Vicksburg, June 25, 1862.

The mortar-boats and gunboats of the mortar flotilla having been placed by Commander D. D. Porter, according to his judgment, to the best advantage to act upon the batteries on the heights and the fort below the hospital, at 4 a. m. to-morrow they will open fire upon the same and on the city of Vicksburg.

At the display of the signal for the ships and gunboats to weigh, they will form in a double line of sailing, the Richmond, Commander James Alden commanding, leading; the ships Hartford, Commander R. Wainwright commanding, next; Brooklyn, Captain T. T. Craven, third. The gunboats will form another line, so as to fire between the ships, in the following order: Iroquois, Commander James S. Palmer, and Oneida, Commander S. Phillips Lee commanding, ahead, but on the port bow of the Richmond, so as to fire into the forts at the upper end of the town, without interfering with the fire of the Richmond; next in order, the Wissahickon, Commander Jno. DeCamp, and the Sciota, Lieutenant Commanding Ed. Donaldson, in the line with the Iroquois and Oneida, but on the port bow of the flag-ship, so as to fire between the Richmond and flag-ship; next, the Winona, Lieutenant Commanding Ed. T. Nichols, and Pinola, Lieutenant Commanding Pierce Crosby, on the port bow of the Brooklyn.

The Hartford will, as often as occasion offers, fire her bow guns on the forts at the upper end of the town; but the broadside batteries of all the ships will be particularly directed to the guns in the forts below and on the heights. The free use of shrapnel is considered the best projectile, but great care must be taken in cutting the fuzes, so as always to be sure that they burst short of their destination. When close enough, give them grape. The enclosed diagram will show the position of the respective vessels in the order of attack.—[For diagram see original.]

When the vessels reach the bend in the river, the Wissahickon, Sciota, Winona, and Pinola, will continue on; but, should the enemy continue the action, the ships and Iroquois and Oneida will stop their engines and drop down the river again, keeping up their fire until directed otherwise.

D. G. FARRAGUT,
Flag-Officer Comd'g Western Gulf Blockading Squadron.

The Kennebec, Lieutenant Commanding Jno. Russell, will take position in the rear of, and in a line with, the Pinola, so as to fire astern of the Brooklyn.

D. G. FARRAGUT, *Flag-Officer.*

UNITED STATES STEAMER CLIFTON,
Two miles below Vicksburg, June 28, 1862.

SIR: I have the honor to report that this morning, at 3.45 a. m., in obedience to orders, we got under way and proceeded in our station just astern of the Westfield, in the line headed by your own ship, to engage the batteries on the heights around Vicksburg. When within range, we opened our fire on the upper batteries on the hill from our rifled gun and forward 9-inch and forward 32-pounder, using 15-second shell. On receiving your orders, we directed our fire at the battery known as the "water battery," advancing to within about 1,200 yards, where we kept our station, using shrapnel from the 9-inch guns. At times, as opportunity offered, we used our after 9-inch guns. This we continued for some half to three-quarters of an hour, with, I think, good effect, until we were hailed by the Jackson, asking our assistance to tow them out of fire, that ship being temporarily disabled.

While in the act of taking her line, we received a shot under the guard, just forward of the wheel, which, going through the ship's side, made its way into the end of the starboard boiler, and, partially coming out on the other side, caused such a rush of steam as to blow off, at once, the cover to the forward hatch, filling the forward berth deck (under which is the forward magazine) with steam, and killing, instantly, Thomas Collins, gunner's mate, Robert Sargent, ship's cook, Wm. Morris, captain's cook, John Burke, ordinary seaman, John B. Carter, landsman, and Peter Hall, landsman, of the forward powder division; and severely scalding George B. Derwent, (colored,) ward-room steward, who died a few hours afterwards of the effect of his injuries, and John Hudson, master-at-arms, who is doing well, his wounds, though severe, not being thought dangerous. But one man from this division escaped, he being at the head of the ladder at the time. Some eight men from the forward pivot gun jumped overboard to escape the steam. With the aid of the Jackson's boats we were fortunate enough to recover all these, except John Conner, second-class fireman, who was drowned.

This shot, which proved to be a fifty-pound rifled shot, prevented any further movement of our wheels for the time. We, however, continued our fire from the forward and after thirty-twos, and after nine-inch guns, until you noticed our mishap and came alongside to tow us out of action. At this period the signal to retire was given.

I have great satisfaction in stating that officers and crew generally behaved well. Mr. Weld, acting master's mate, in charge of the nine-inch and rifled Parrott gun forward, is entitled to credit for the admirable manner in which those guns were served, and his coolness and self-possession at the time of the accident.

On examination of the injured boiler by the chief engineer of this ship, it is his opinion that the repairs to it will require at least ten days to complete, and will need the aid of a shop and experienced workmen. In the mean time the ship is ready for such service as she may be called upon to perform, which will not entail a greater speed than six knots an hour. This rate, I think, we shall be able to maintain.

I have the honor to be, respectfully, your obedient servant,

E. H. BALDWIN,
Acting Lieutenant Commanding.

Commander D. D. PORTER,
Commanding Bomb Flotilla.

UNITED STATES STEAM-SLOOP BROOKLYN,
Below Vicksburg, June 30, 1862.

SIR: In compliance with your order of yesterday's date, to make my official report of my attack on Vicksburg, on the 28th instant, and to give my reason for not following the flag-ship up the river, &c., I submit the following:

At 3.15 a. m., June 28, got under way, took position in the prescribed line of battle, and followed the flag-ship; at 4.05 a. m., the enemy opened fire upon the advanced vessels. When this ship arrived abreast of the lower batteries the steamers of the mortar flotilla, which seemed to be without any form of order, obstructed our passage in such a manner as to oblige us to stop our engines, and thus delayed our progress. At 4.45 a. m., as the 80-pounder rifle was the only gun bearing upon the hill, and able to reach, we opened with that vigorously, keeping well inside their line of fire. At 5.15 the gunboats, and a few minutes after, the bomb-vessels of the mortar flotilla, having ceased firing, all the batteries which had previously been partially silenced, immediately renewed the action, hailing a cross fire on this ship and the two gunboats. At this time the smoke cleared away ahead of us, and, to my surprise, I could see nothing of the flag or other ships in the line. Whilst we were hotly engaged, trying with our two rifles to silence their most annoying battery, fire was opened upon us by a battery of five pieces of flying artillery, from a position about two-thirds of the way down the hill, and in front of the southernmost battery. Being within easy range, we opened our starboard broadside with shell and shrapnel, and drove them from their position. Finding myself entirely unsupported, except by the Kennebec and Katahdin, which two vessels gallantly performed their part in the engagement, and knowing that it was impossible to reduce a single one of those hill-top batteries, at 7.25 a. m., after sustaining their fire for two hours and forty minutes, I discontinued the action, and at 8.25 a. m. came to anchor about two and a half miles below Vicksburg.

My reasons for not following the flag-ship up the river, that is, *above* and *beyond* the fire of the forts, are simply because, in your general order of the 25th instant, you say "Should the action be continued by the enemy, the ships and the Iroquois and Oneida will stop their engines and drop down the river again;" and, on the evening of the 27th, twice (when in the cabin and on the quarter-deck of your flag-ship) I asked you if it was your wish or desire for me to leave any batteries behind me that had not been silenced, you answered "No, sir; not on any account."

It affords me great pleasure to bear witness to the excellent deportment of my officers and men; a more cool, or a braver set of men was never on board of any vessel.

We were hulled but twice, one shot taking effect below water, on our starboard bow; and we received some damage to our rigging. We have no casualties on board. We expended, in the action, 28 nine-inch shell, 41 nine-inch shrapnel, 62 Hotchkiss eighty-pound rifle shell, 3 Dahlgren eighty-pound rifle shell, 14 Parrott thirty-pound rifle shell.

Very respectfully, your obedient servant,

THOS. T. CRAVEN, *Captain*

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron,
United States Ship Hartford, above Vicksburg.

UNITED STATES GUNBOAT KATAHDIN,
Below Vicksburg, Mississippi River, June 29, 1862.

SIR: Agreeably to your order of this date, I have to report that I received no orders "to follow the flag-ship up the river," nor any written order whatever, and was entirely ignorant of your plan of attack.

Agreeably to your verbal instructions, which were "to take the rear of the line, and to follow the Kennebec, and fire at anything and everything I saw fit, or could see," I got this vessel under way at 3.30 yesterday morning, took position as the rearmost vessel, and followed the Kennebec to attack the batteries at Vicksburg. After the squadron, with the exception of the Brooklyn, Kennebec, and Katahdin, had passed the batteries, the mortar flotilla ceased firing, and the enemy opened their batteries anew. We continued under their fire until 8 a. m., when we dropped down, in company with the Brooklyn and Kennebec, and at 8.20 came to anchor out of range. I have no casualties to report, and the vessel was not hit, though the enemy's shot flew around and over us. The officers and men behaved with their usual cool and determined bravery under fire. We expended in the action eleven shells from the eleven-inch pivot gun, and thirteen from the Parrott rifle on the forecastle. Every shot was deliberately aimed at one or the other of the batteries. In consequence of the position assigned us, and the number of vessels engaged, it was impossible to fire rapidly without firing into or over, and endangering other vessels of the squadron and the steamers and schooners of the mortar flotilla. The vessel had to be manœuvred to fire every shot. We were three hours under the fire of the batteries.

Very respectfully, your obedient servant,

GEO. H. PREBLE,
Lieutenant Commanding.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron,
United States Flag-Ship Hartford, above Vicksburg.

UNITED STATES GUNBOAT KENNEBEC,
Below Vicksburg, Mississippi, June 29, 1862.

SIR: In obedience to your order of the 29th, I have the honor to make my report of the attack on Vicksburg and my reason for not following you up the river; also the casualties that have occurred on board this vessel.

My position was in the rear of the Pinola and on the port quarter of the Brooklyn, which I held. On the batteries opening fire, I found, from the position of the steamers under the command of Commander Porter, that I could not bring my guns to bear on the batteries without serious injury to them. Immediately on their dropping astern I opened fire on the bluff battery, which had not yet been silenced. When the dense smoke which previously obscured the vessels had passed away, I found that you, with the rest of the fleet, with the exception of the Brooklyn, Katahdin, and this vessel, had passed up, and that the mortar-vessels had discontinued their fire. Placed in this position, I again referred to your orders, which were: "But if the action should be continued, the ships and the Iroquois and Oneida will stop their engines and drop down the river again, keeping up their fire until directed otherwise." Retaining my position astern of the Brooklyn, I continued firing upon the batteries until my supply of ammunition was so reduced that I deemed it advisable to desist. The hospital and other batteries, which had been silenced for a while, had at this time opened again. The battery on the bluff was firing with vigor, and was assisted by some artillery in the woods. With shot and shell falling

around us, I am happy to report no casualties or injury to this vessel. The officers and men performed their duty with the greatest alacrity and coolness. I cannot refrain from mentioning my executive officer, Lieutenant F. B. Blake, who personally attended to the firing of every gun. The following is the expenditure of ammunition, viz: 14 eleven-inch shells, 10″ fuze; 2 eleven-inch shells, 15″ fuze; 16 Parrott shells, percussion; 5 Parrott shells, time fuze, 5″; 5 Parrott shells, time fuze, 10″.

Very respectfully, your obedient servant,

JOHN H. RUSSELL,
Lieutenant Commanding.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Further reports of the action at Vicksburg, June 28, and supplementary report of Captain Craven of action below New Orleans, April 24 and 25.

UNITED STATES FLAG-SHIP HARTFORD,
Above Vicksburg, July 3, 1862.

SIR: I have the honor herewith to enclose the reports of the Oneida, Richmond, Hartford, Sciota, and Winona, of the action at Vicksburg on the 28th of June, 1862. I enclose also the report of Commander Palmer, of the Iroquois, of the action of the 28th ultimo.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES STEAM-SLOOP ONEIDA,
Above Vicksburg, June 28, 1862.

SIR: I have the honor to report the part borne by the Oneida in the engagement with the rebel batteries at Vicksburg this morning.

At 2.10 a. m. the flag-ship made private signal to the fleet to get under way. Stopped coaling, cast off from the coal bark, called all hands and got under way, lashed the hammocks along the starboard side to hold splinters, beat to quarters and cleared ship for action, and stood up the river, the Iroquois in line ahead, the Richmond astern of us, and the rest of the fleet following. At 3.55 the enemy opened fire on us from his numerous batteries below, over, and above the town. At 4.15 opened on the enemy's batteries in succession, firing for fifteen minutes or more at the flash or smoke of the batteries below and over the town, viz: the marine hospital battery and the batteries on the ridge over that hospital, it being too dark to see distinctly the batteries on the shady side of the hills.

As it grew light, orders were given to fire as soon as the smoke cleared off, and with good aim. We used shells, (5″ fuzes,) shrapnel, and grape, according to distance, steaming so as to keep between the Iroquois and Richmond, and going ahead at intervals when the enemy got our range well.

Having reached the bend in the river, (the Iroquois ahead and the Richmond astern of us,) and none of our starboard guns now bearing on the batteries, pivoted guns and lashed hammocks on the port side, and prepared for enfilading

the batteries above the town, when the flag-ship came up in the proposed line of fire. At 6.30 the Oneida anchored near the Hartford.

This ship was struck four times. One 6-inch rifle shell came through the starboard after pivot port, killing S. H. Randall, seaman, at the after pivot gun, severely wounding Richard Hodgson, third assistant engineer, at the engine bell, and, passing through the combings of the engine-room hatch, picked up three loaded muskets, (each lying flat on the deck, on the port side of that hatch,) and burst in the bulwarks, over the first cutter, which was lowered to near the water's edge, drove the muskets through the open port there, and severely wounded William Cowell, seaman, who was in the boat sounding, and slightly wounding Henry Clark, chief boatswain's mate. One 8-inch solid shot struck on our starboard quarter, near the copper, and cut the mizzenmast half in two between decks. One 32-pounder shot passed through the rail. A second 8-inch solid shot carried away, amidships, the keel of the launch, (which was partly lowered,) and, entering on the starboard side, struck the steam drum, and, glancing, fell into the fire-room.

We expended 19 eleven-inch shells, 5″ fuzes; 16 eleven-inch shrapnel; 3 eleven-inch grape, from the two pivot guns; 12 six-inch shells; 6 32-pounder grape, from the two thirty-twos; and 28 thirty-pounder bolts, from two rifle guns—most of these from the forecastle pivot gun.

The officers and men did their duty well. The enemy's fire was heavy. I enclose the surgeon's report. We have no carpenter.

Respectfully, yours,

S. PHILLIPS LEE, *Commander.*

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

UNITED STATES SHIP ONEIDA,
Above Vicksburg, Mississippi, June 28, 1862.

SIR: I beg leave to report the following casualties which occurred during an engagement with the rebel batteries at Vicksburg this morning:

Killed.—Stephen H. Randall, seaman.

Wounded.—Richard M. Hodgson, 3d assistant engineer, severely—extensive contusion and laceration of the leg; William Cowell, seaman, comminuted fracture of the ulna and tarsal bones, and deep flesh-wound of the thigh; Henry Clarke, boatswain's mate, slightly cut on the leg.

Very respectfully,

JOHN Y. TAYLOR, *Surgeon.*

Commander S. PHILLIPS LEE, *U. S. N.*,
Commanding United States Ship Oneida.

UNITED STATES STEAMER RICHMOND,
Above Vicksburg, Mississippi, June 28, 1862.

SIR: In accordance with your instructions, I have the honor to enclose herewith the surgeon's report of the casualties on board this vessel during the engagement with the batteries at Vicksburg this morning. I also send, for your information, the reports of the carpenter and boatswain, showing the injury done to the Richmond by the enemy's shot.

Where all behaved so well I find it impossible to designate any particular individual, either among the officers or men, as meriting especial notice for gal-

lantry and good conduct during the spirited fight which lasted nearly an hour, and was for the most part at short range. Still, I feel that I should be doing great injustice to the officer to whom the careful training and consequent steadiness of the crew is due, if I were to fail to give him the credit he has so fairly won; I refer to Lieutenant Cummings, the executive officer of this ship, and I trust that a grateful country will soon reward him in some way for his untiring zeal and devotion to his profession and her cause.

With great respect, I am, sir, your obedient servant,

JAMES ALDEN, *Commander.*

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

UNITED STATES SHIP RICHMOND,
June 28, 1862.

SIR: I respectfully beg leave to report the damage received by this vessel in the action off Vicksburg this day. She was struck by an 8-inch shot between Nos. 4 and 5 gun-ports, cutting through chain plate and plank shear, tearing up seven planks of spar deck, cutting through fore-and-aft knee, destroying carline, breaking diagonal knee, shattering beam, and imbedding itself therein; also, by an 8-inch shot forward of No. 6 gun-port, cutting through plank shear and one plank of deck, shattering the adjoining plank, passing over, grazing boat's davit. Between Nos. 13 and 14 gun-ports, by an 8-inch shell entering just below the mizzen channels, passing through bulwark, cutting off two timbers, tearing badly three streaks of ceiling, striking trunnion of gun, and, bounding broke two boarding pikes at mizzenmast. We were struck, also, by a shot on the cheek of the foremast and trestle-tree, cutting off the head of forestaysail mast.

Sir, I have the honor to be your obedient servant,

HIRAM L. DIXON, *Carpenter.*

Commander JAMES ALDEN,
Commanding United States ship Richmond.

UNITED STATES STEAM-SLOOP RICHMOND,
Off Vicksburg, June 28, 1862.

SIR: I have the honor to make the following report of damages sustained by this ship in the action of the morning of the 28th instant, in the boatswain's department, viz: Three shrouds, starboard fore rigging, one maintopmast stay, out-haul and down-haul of fore trysail, all shot away.

Very respectfully, sir, your obedient servant,

ISAAC S. CHOATE, *Boatswain.*

Commander JAMES ALDEN,
Commanding United States Steam-Sloop Richmond.

UNITED STATES FLAG-SHIP HARTFORD,
Above Vicksburg, June 29, 1862.

SIR: I have the honor to report the part taken by this ship in the battle of yesterday, in passing the forts at Vicksburg.

We were under way before daylight, and reached the scene of action as day was breaking, when the enemy opened fire on us from his scattered batteries on

shore. We returned it as they came in range, going at slow speed, our guns being worked with admirable coolness and deliberation, which was absolutely requisite, as we labored under the great disadvantage of not knowing the situation of the batteries, which were only discovered by the flash and the smoke of their guns; some, also, were on high bluffs, rendering it difficult to elevate our guns to reach them.

We were under fire about one hour and a half, receiving it on the broadside, and being raked ahead and astern. The enemy fired with great precision, and, although we silenced some of their batteries, they returned to them when we had passed and our guns would no longer bear, and recommenced firing. We stopped opposite one of the lower batteries more effectually to silence it. It would have been easy to have passed by the batteries under full steam and speed, with much less risk from the enemy's fire; but then our object would not have been gained in driving them away from their guns.

We are much cut up, both in hull and rigging, which the enclosed reports of boatswain and carpenter will show. The rigging was soon temporarily secured, under the direction of our indefatigable boatswain, James Walker. The enemy used—as was shown by our finding them on board after the action—80-pounder rifle, 32-pounders and 8-inch shot; also, rifle and musket balls—one of our men being wounded by the latter while working a howitzer in the top.

The executive officer, James S. Thornton, deserves much credit for his excellent distribution of the crew, at the gun and other divisions, and his efficient distribution of them during the action. The commanding officers of divisions also deserve mention—doing their duty with spirit and ability. They were: Lieutenant Albert Kautz, first division; Master John C. Watson, second division; Acting Master Daniel C. Murphy, third division; and Acting Master Ezra L. Goodwin, powder division.

The marine guard, under the charge of Captain Jno. L. Broome, had charge of two broadside guns, and fought them well, thus sustaining the reputation of that distinguished corps. In making this report it gives me an opportunity to supply an omission inadvertently made in my last report of the battle of the 24th and 25th of April; it is in speaking of the medical department, which, under its head, Fleet Surgeon Foltz, was administered admirably, both in this and the former battles. The engineer department, under Chief Engineer James B. Kimball, won much praise for its prompt and efficient working, both in passing the forts and batteries at New Orleans and also in this fight; a failure promptly to obey the bells or the giving out of the engines might have led to much disaster. Acting Midshipman Herbert B. Tyson, doing the duty of acting master, besides carrying on those duties with credit, also had charge of a broadside gun manned by his division. In fact, all—officers and men—were a credit to the ship and to the country for which they have so gallantly fought.

We have much to be thankful for, in only having to mourn the loss of one man—Edward E. Jennings, seaman—and having a few only slightly wounded, under such a heavy fire. I enclose the fleet surgeon's report.

Very respectfully, your obedient servant,

R. WAINWRIGHT,
Commander United States Navy.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

UNITED STATES FLAG-SHIP HARTFORD,
Above Vicksburg, June 29, 1862.

SIR: In obedience to your order of the 29th instant, I respectfully submit the following report of damages received in action of the 28th instant:

One shot through cut-water, (68-pounder;) one on water line, abaft of foremast, and through shell-room, (68-pounder;) one under fore-chains, above airport, carrying away upper clamp and hanging-knee, (80-pounder, rifle;) one through starboard hammock-netting, abreast of mainmast, (32-pounder;) one through starboard battery, abreast of foremast, (68-pounder;) one through poop-cabin, starboard side, carrying away forward beam and two hanging-knees, bulkhead, &c. Main topsail yard shot away; barge's keel shot away; gig damaged.

Very respectfully, your obedient servant,

JAS. H. CONLEY,
Carpenter, United States Navy.

Captain R. WAINWRIGHT,
Commanding United States Flag-Ship Hartford.

FLAG-SHIP HARTFORD,
Above Vicksburg, June 28, 1862.

SIR: I have the honor to report the following list of killed and wounded on board this ship during the engagement with the batteries at Vicksburg, viz:

Killed.—Edward E. Jennings, seaman.

Wounded.—Charles Allen, seaman, head; Alex'r Capron, landsman, head; Lawrence Fay, boy; Patrick Roach, coal-heaver; Sylvester Becket, Alfred Stone and John Hardigan, landsmen; Jno. H. Knowles, quartermaster; and Nathan J. Salter, ordinary seaman; all slightly. Philip Roberts, seaman, severely; Joseph Guido, ordinary seaman, thigh; Flag-Officer D. G. Farragut and Jno. L. Broome, captain of marines, slight contusions.

I am, very respectfully, your obedient servant,

J. M. FOLTZ, *Fleet Surgeon.*

Commander RICHARD WAINWRIGHT,
Commanding United States Flag-Ship Hartford.

UNITED STATES FLAG-SHIP, HARTFORD,
Above Vicksburg, June 29, 1862.

SIR: In obedience to your order of the 29th instant, I respectfully submit the following report of damages done rigging in the action of the 28th instant:

Five starboard mizzen shrouds cut away. One mizzen topmast backstay, two main topmast backstays starboard, two starboard main shrouds, two fore topmast backstays, one port fore shroud, two starboard fore shrouds, one bow sprit shroud, and some running rigging also cut away.

Very respectfully, your obedient servant,

JAMES WALKER,
Boatswain, United States Navy.

Captain RICHARD WAINWRIGHT,
Commanding United States Steamer Hartford.

UNITED STATES GUNBOAT SCIOTA,
Above Vicksburg, June 28, 1862.

SIR: I have to report that, in passing the batteries this a. m., Aug. Ellsworth, ordinary seaman, was killed; E. W. Hathaway, seaman, lost his left arm above the elbow; Wm. Orme, landsman, was slightly wounded; and Clarence Miller,

landsman, slightly wounded in the head. The vessel was struck on the starboard quarter, demolishing the quarter-boat and driving in the spirketing. Another shot came through the starboard bulwarks, under the top-gallant forecastle, shattering and carrying away one of the knees and round houses; another shot went through the centre of the foremast, half-way up.

Herewith, I beg leave to enclose the surgeon's report of the casualties.

I am, respectfully, your obedient servant,

EDW'D DONALDSON,
Lieutenant Commanding.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

The rifle-gun carriage was rendered useless by a shot which struck it under the muzzle of the gun, passed through the breast-piece, and knocked away the brackets and iron-work on port side of gun.

H. A. ADAMS, JR.,
Lieutenant and Executive Officer.

UNITED STATES GUNBOAT, SCIOTA,
Mississippi River, above Vicksburg, June 29, 1862.

SIR: I find I omitted, in my report of yesterday's date, to state that the carriage of the 20-pounder Parrott gun, on the forecastle, was so badly injured as to render the gun perfectly useless, the breeching plate, eccentric, and forward part of carriage being demolished.

'Tis useless for me to state how coolly the officers and men behaved while under the enemy's fire. They all verified the good opinions formed of them when passing Forts St Philip and Jackson.

Very respectfully, your obedient servant,

EDWARD DONALDSON,
Lieutenant Commanding.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron,
United States Steamer Hartford.

UNITED STATES GUNBOAT WINONA,
Above Vicksburg, June 28, 1862.

SIR: I am happy to be able to report no casualties to life or limb in the action of this morning with the batteries in or about the city of Vicksburg. Two small shots, either grape or small field-piece, passed through our forward starboard bulwark, cutting away one stanchion and slightly splitting the spirketing. The damage is easily repaired. The vessels of the fleet, while passing the city, were first exposed to a heavy plunging fire from the batteries on the top of the bluffs, cross-fires from batteries (five in number, I think) in various places, then to raking fires from above and below; and, while passing the last battery at the upper end of the city, to heavy fire of musketry from concealed marksmen, and, lastly, to the raking fire of heavy guns for nearly two miles above the last battery.

When I came abreast of the upper battery it was entirely clear of men, having been cleared by the guns of the flag-ship; but, as soon as I passed, they returned and opened a very spiteful fire upon the flag-ship, Iroquois, Pinola, and

this ship, until beyond range. Taking all things into consideration, it seems miraculous that no more damage was sustained by the fleet.

From the experience of this morning I am satisfied that ships *can* clear batteries when placed on a level with them, or nearly so, though the men return to them as soon as the ship's guns cease to bear; but as to batteries placed on hills and bluffs, ships are almost useless against them.

I conclude, sir, by commending to your notice the good conduct of all on board. Where all were alike conspicuous it would be unjust to particularize.

Mr. Sanborn, acting as pilot, remained in the gangway during the whole action, and assisted in conning the ship. Mr. Sanborn is not a regular river pilot, but a raftsman, partly pressed into the service, and I think a good Union man. Some notice from you, sir, I think would be appreciated by him, and others like him in the fleet.

Herewith I transmit the return of ammunition expended in the engagement of this morning.

I am, sir, very respectfully, your obedient servant,

ED. T. NICHOLS,
Lieutenant Commanding.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

UNITED STATES STEAMER IROQUOIS,
Above Vicksburg, June 30, 1862.

SIR: Agreeably to your order, I submit the following report:

At two in the morning of the 28th, the signal being made from the flag-ship, I got under way and steamed slowly up, (the programme being that the Iroquois was to lead the attack upon Vicksburg,) and was up close into the lower battery before we were discovered, when they opened fire, which was immediately returned. We so fought our way up, running close into the town, having a raking fire from the fort above and a plunging fire from the batteries on the hill, together with broadsides from the cannon planted in the streets, and, what is most strange, through all this heavy concentrated fire, with the exception of cutting away both our mainstays, and some other immaterial damage to the rigging, we escaped without injury. One shell burst on board of us, scattering its fragments around, and yet no casualty occurred.

We remained off the upper battery until joined by the flag-ship, when, following your motions, we anchored out of range. My men and officers behaved with the same coolness which, I learn, so distinguished them in the attack on the forts below New Orleans.

I have the honor to be, sir, very respectfully, your obedient servant,

J. S. PALMER, *Commander.*

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

UNITED STATES GUNBOAT WISSAHICKON,
Off the Yazoo river, June 29, 1862.

SIR: I have the honor to submit the following report of our engagement with the rebel batteries on the heights of Vicksburg. Yesterday morning, at about two o'clock, observing the signal from the flag-ship for the fleet to weigh anchor and proceed to the attack, as arranged by general order, we were soon under

way and steaming slowly up the river. By four o'clock we were in our station, astern of the Iroquois, and on the port quarter of the Richmond, the Oneida ahead and close to us, the remainder of the vessels of the squadron not in sight.

At 4.15 the batteries opened a heavy fire upon us, which we immediately returned with our Parrott rifle and eleven-inch gun. Arriving opposite the city, and within four hundred yards of the lower batteries, our two 24-pounder howitzers, charged with shrapnel, were brought into operation and did good service in clearing the batteries of their crews. The action continued for one hour, during which the Wissahickon received four shots. Our port main rigging was shot away, and an eight-inch shell struck the vessel at the water-line, entering the berth-deck, where it killed one man and wounded all the men stationed to pass shot and powder on that deck. Our loss in the battle, though not heavy, is still severe. Master's Mate Charles M. Bird received a compound fracture of the left arm; ward-room cook killed, and five of the crew wounded. A severe attack of fever had confined me to bed for several days previous to the action, and I could do but little during its continuance except to encourage, by my presence on deck, the crew to do their duty faithfully.

To Lieutenant E. E. Potter, the executive officer, belongs the credit of our success, and it affords me pleasure to inform you that the officers and crew of the Wissahickon did their duty faithfully, and to my entire satisfaction.

After passing the batteries, I proceeded, according to my orders, to the mouth of the Yazoo river, but the gunboats named in your order, which were to join me, not having come up, I deemed it imprudent to attempt the ascent of the river alone. I shall, therefore, await your further orders.

I am, most respectfully, your ob't serv't,

JOHN DECAMP,
Commanding.

Flag-Officer D. G. FARRAGUT, *U. S. N.*,
Commanding W. Gulf Squadron, near Vicksburg, Miss.

Flag-Officer Farragut's report of affairs above Vicksburg, July 6, 1862.

UNITED STATES FLAG-SHIP HARTFORD,
Above Vicksburg, July 6, 1862.

SIR: I have to inform you that we are still at this place, bombarding it by the mortars from both sides of the peninsula. Flag-Officer Davis has four mortars, and Commander Porter sixteen. Commander Porter has hard work to keep them from attacking him with riflemen; thus far, however, he has always got the best of them, and forced them to retreat. He reported yesterday that he had found five dead bodies in the swamp near him, and large quantities of shoes, knapsacks, muskets, &c., showing that he had driven them precipitately from the woods.

I received a telegram yesterday from General Halleck, a copy of it is herewith enclosed, by which it appears that he will not be able to co-operate with us for some weeks yet.

Flag-Officer Davis received a letter from General Grant at the same time, at Memphis, stating that it was reported that Richmond was taken. Should this be true, no doubt but what Vicksburg will soon fall, but it must be by troops coming down in the rear. The city is sacrificed by the soldiers; it has been abandoned by the inhabitants. The ditch across the peninsula will soon be deep enough for the water to run through, unless the river should fall very fast. We are now in hopes of a little rise, a foot or so will accomplish the object.

I have the gunboats looking to the bluffs below, and giving convoy to our supply vessels.

I hear nothing of the Cayuga or Kearsage.

I hope the department will not supersede Commander Bell in the command of the Brooklyn, for you may depend upon it the navy has not a braver man or better officer. * * * * * * * *

I hear by a deserter to General Williams that General Breckinridge is in command at Vicksburg, and they seizing every one for the army.

Very respectfully, your obd't serv't,

D. G. FARRAGUT,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of Navy, Washington.

UNITED STATES MILITARY TELEGRAPH,
Memphis, July 3, 1862.

[By telegraph from Corinth.]

The scattered and weakened condition of my forces renders it impossible for me, at the present, to detach any troops to co-operate with you on Vicksburg. Probably I shall be able to do so as soon as I can get my troops more concentrated; this may delay the clearing of the river, but its accomplishment will be certain in a few weeks.

Allow me to congratulate you on your great success.

H. W. HALLECK,
Major General.

Flag-Officer FARRAGUT,
Commanding United States flotilla in the Mississippi.

Commander D. D. Porter's report of the operations of the mortar fleet at Vicksburg.

UNITED STATES FLAG-SHIP HARTFORD,
Above Vicksburg, Mississippi, July 7, 1862.

SIR: I herewith forward the report of Commander D. D. Porter of his operations since the receipt of his orders to join me at Vicksburg up to date, and it gives me great pleasure to say that nothing could exceed that officer's perseverance in getting to the scene of his labors, or the steadiness with which his officers and men have carried on his work of demolition and annoyance to the enemy, while I deeply regret the chance shots which caused the death of his brave men. But, as I stated in my last communication, Commander Porter's service has been hard upon his officers and crew, though they have performed it well, willingly, and unflinchingly.

We hope soon to have the pleasure of recording the combined attack by army and navy, for which we all so ardently long.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES STEAMER OCTORORA,
Vicksburg, July 3, 1262.

SIR: Agreeably to the orders received from you I sailed from Pensacola on the 3d of June, and on the 9th had all the mortar vessels in New Orleans. On the 13th sixteen vessels, in tow of the steamers, had left for Vicksburg, on half rations, the officers and men being desirous to arrive at the scene of action in good time. On the 20th we were before Vicksburg, ready for service, having met with no delay or accidents on the passage. On one occasion the flotilla was attacked with field-pieces at Ellis Bluffs, but the rebels were handsomely repulsed by the Owasco and Jackson, Lieutenants Commanding Guest and Woodworth. The mortar schooners George Mangham and Arletta, Acting Masters John Collins and Thomas E. Smith, and the Horace Beales and Sarah Bruin, Lieutenant Commanding Breese and Acting Master A. Christian, were also attacked at different times, but they whipped off the rebels, and pursued their voyage in peace. The latter schooner had two men seriously hurt, having each lost an arm by a 12-pound shot. Lieutenant Commanding Breese gives his officers full credit for behaving handsomely under a troublesome fire from field-pieces and concealed riflemen.

On the 21st, with a mortar schooner alongside, I proceeded up toward the city of Vicksburg, to obtain ranges and draw the fire of the enemy's forts, about which we had no information. The rebels allowed us to get within good range, when they opened on us with all their batteries, without, however, doing any harm, and enabled us to get the desired information. I gave them four bombs, to let them see they were in range, and some 100-pound rifle shots, and returned to the anchorage, after satisfying myself about the proper position to place the mortar vessels in.

On June 26 I was employed all night getting the mortars in position. Nine on the right-hand side going up, under command of Lieutenant Commanding Smith, and eight on the left side, under command of Lieutenant Commanding Queen. Lieutenant Commanding Breese was left at New Orleans to bring up the last vessels. He was detained, also, getting the Sea Foam afloat, which vessel had grounded badly on a sand-bar, where she will most likely remain for the rest of the season. The position selected here for the mortars was a beautiful one on the starboard side of the river, at 2,500 yards from the main battery, and 2,200 from the water battery. The vessels on the port side, about 700 yards further off, were rather exposed to the enemy's fire, but were so covered up with bushes that it was not easy to see them at that distance, much less to fire accurately at them.

When the mortars were all in position they opened their fire deliberately, for the purpose mainly of getting ranges, which they succeeded in doing after a few fires. The enemy opened on them from all their batteries in range, but, though they fired all around and over them, none were struck. A kind Providence seems to look out for this little fleet. They soon silenced the batteries, and were enabled to pursue their experiments unmolested.

On June 27 the mortars opened again on the forts at 5.45 a. m., firing rapidly. The rebels attempted to respond, but were driven away from their guns after we had fired a little less than an hour. The steamers were also employed, throwing in an effective fire with their rifle-guns. The practice was kept up during the day with good effect, many of the bomb-shells going into the forts or bursting over them. Only one vessel, the C. P. Williams, was struck on this day, a 7-inch shell lodging in her bow and sticking there, showing that the enemy's powder was bad. At sunset we ceased firing, and at 8 o'clock opened again with all the mortars on the town, doing much damage. At 8.30 I sent the Owasco, Lieutenant Commanding Guest, up abreast of the town to threw some incendiary shells, which proved to be failures, as they did not explode.

June 28, at 3 o'clock a. m., the squadron made a move to pass the batteries,

and the flotilla steamers got under way to take their position, which was to enfilade the water batteries as the ships passed. The headmost vessels of the squadron passed along a little before time, unsupported, and our vessels could not get near enough to them to be of any service. Five of the above-mentioned vessels went gallantly on, despite the fire of the batteries, throwing in their grape and cannister, favored much by the heavy atmosphere and early morning light. At 4 o'clock the flag-ship came along, with two gunboats. By that time the mortar steamers had got nearly into position, and moved up toward the batteries, throwing in a quick fire. Nearly all the mortars had commenced as the Richmond passed, and the shells were falling very well and rapidly, the Hartford and gunboats opening their batteries with grape, cannister, and shrapnel. The air seemed to be filled with projectiles. The lower batteries were silenced for the time, though I saw that the rebels would manage to get a shot or so at the ships after they had passed along. The batteries out of range of the mortars were very severe, and I am sorry to say that some ships lost, in killed and wounded, as many as they did at Forts Jackson and St. Philip. I regret that the mortars were not able to reach these batteries.

About the time the Hartford passed the Octorora's wheel-ropes got jammed below, and there was a fair prospect of drifting out of action, or into some of the vessels astern, as I went drifting by the Miami. I hailed her commander, and ordered him up within six hundred yards of the batteries. Also hailed the Jackson, and ordered the Westfield and Clifton to go ahead of me until I could relieve myself from my unpleasant position. The Owasco, Lieutenant Commanding Guest, and Harriet Lane, Lieutenant Commanding Wainwright, had been ordered to act at discretion, and throw on their fire to the best advantage, which they did effectually. The river being narrow, and the current very strong, it was impossible to manœuvre so many vessels to advantage, and leave room for the squadron of ships to pass.

I had cleared my wheel-ropes, and succeeded in getting again to my place ahead, and was in fine position (with all the steamers firing very rapidly and effectually) to cover the Brooklyn, Katahdin, and Kennebec as they came along, presuming that they were going to follow the Hartford. That vessel was now two miles ahead, and appeared to be under a heavy fire from a battery of six guns at the upper end of the city, out of mortar range. The Brooklyn came up a little ahead of the mortar vessels and opened fire, as did the gunboats astern of her, but did not pass through.

Not a shot had, up to this time, struck one of the mortar steamers; when, finding it necessary to slow the engines, to get out of the line of the Brooklyn's fire, the vessel became stationary, and a fair target for what guns the enemy were able to fire. The Jackson, Lieutenant Commanding Woodworth, was struck badly with rifle shell, one of which exploded in her wheel-house, disabling the man at the wheel by cutting off his leg, and knocking her steering apparatus to pieces, which disabled her. The other struck the pillar block support, almost cutting it in two. This steamer being disabled, the Clifton, Lieutenant Commanding Baldwin, went to her assistance, (by signal,) and, while in the act of taking her in tow, a 7-inch shot passed in on the Clifton's port bow, going through her boiler. By this catastrophe, six of the men in and about the magazine were scalded to death, and others were scalded severely. The steam drove eight or ten men overboard, one of whom was drowned. The Jackson, Lieutenant Commanding Woodworth, now became the helping ship, and picked up out of the water the Clifton's men, that steamer being completely disabled. The Westfield, on approaching to assist her, was struck on the frame of her engine, by a heavy rifle shot, which, fortunately, did not go through, having struck butt-end foremost, and consequently caused but short delay. In the meantime the Octorora dropped out of fire, took the Clifton in tow, and removed her to a place of safety. The Jackson drifted out clear. No further necessity existing for the flotilla steamers remaining under fire, (the Brooklyn

and those astern of her having slowed their engines, and proceeding no further,) the signal was made to retire under cover of the woods, having been sixty-five minutes under fire. Although the steamers disabled were in a strong current, and narrow, crowded river, they were handled and taken out of action without confusion of any kind, beyond that occasioned by the escaping steam on board the Clifton Such a calamity is always appalling to those unused to the effects of such a terrible enemy on board their own vessel. The conduct of the officers and men on board the Clifton was creditable in the highest degree, and I regret to say that those scalded to death were some of the leading men of the vessel.

No further casualties occurred of any consequence. The Jackson and Clifton are temporarily repaired, the latter working under one boiler. All the steamers took good positions, and their commanders did their duty properly. It is to be regretted that a combined attack of army and navy had not been made, by which something more substantial might have been accomplished. Such an attack, I think, would have resulted in the capture of the city. Ships and mortar vessels can keep full possession of the river, and places near the water's edge, but they cannot crawl up hills three hundred feet high, and it is that part of Vicksburg which must be taken by the army. If it was intended merely to pass the batteries at Vicksburg, and make a junction with the fleet of Flag-Officer Davis, the navy did it most gallantly and fearlessly. It was as handsome a thing as has been done during the war; for the batteries to be passed extended full three miles, with a three-knot current, against ships that could not make eight knots under the most favorable circumstances. Again, sir, I have to mention favorably the divisional officers, and the acting masters commanding mortar vessels. Anchored at all times in a position selected by myself, more with regard to the object to be accomplished than to any one's comfort or safety; knowing that they will have to stay there without a chance of getting away till I think proper to remove them, (no matter how thick the shot and shell may fly,) there has always existed a rivalry as to who shall have the post of honor, (the leading vessel) almost certain to be struck, if not destroyed.

They know no weariness, and they really seem to take a delight in mortar-firing, which is painful even to those accustomed to it. It requires more than ordinary zeal to stand the ordeal. Though I may have at times been exacting and fault-finding with them for not conforming with the rules of the service, (which requires the education of a life-time to learn,) yet I cannot withhold my applause when I see these men working with such earnest and untiring devotion to their duties while under fire.

The officers and crew of the Octorora behaved like veterans; and I am much indebted to that excellent officer, Lieutenant George Brown, for the drill of the crew, and the perfect arrangements made for going into action. On the day the squadron passed up, the mortars were engaged in divisions in firing on the enemy and keeping his guns quiet, and so on up to the 1st of July.

Two or three deserters came in, one of them asserting a marvelous story that the ships and mortars had killed and wounded seven hundred persons. No doubt some were killed, but very likely fewer than stated, and only in and about the forts. Only two schooners were struck. One, the C. P. Williams, Acting Master Amos R. Langthorne, in the bow; the other, the Orvetta, Acting Master Blanchard, through the foremast. Nobody has been hurt, so far, in the mortar vessels.

On the 1st of July our pickets (which were thrown out about a hundred yards) were surprised by a large body of rebels close to them, evidently intending to surprise the mortar schooners. They immediately came in to report, the enemy firing on them as they retreated. In a moment all the guns of the mortar vessels and flotilla steamers opened on the woods with grape, schrapnel, cannister, shell, and roundshot, (the mortars throwing in bombs with small charges,) and we knew, if an enemy was there, he could not face a fire like ours, from fifty guns, spread out along the levee for about a mile. After the woods

were well shelled, the pickets went in and captured three rebel soldiers, who were helplessly stuck in the mud, from which they had much difficulty in extricating themselves, and cried out lustily that they had surrendered. They were brought in, with their arms and accoutrements. These men state that two regiments, one from Tennessee, the other from Mississippi, were put under arms, and made to believe they were going to attack some United States troops. Finding the head of our schooners guarded, the rebels attempted to pass through the middle of the wood and enfilade us, but got helplessly stuck in the middle of the swamp, or the thick mud which exists here. While in this condition, our guns commenced shelling the woods, and the two regiments were panic stricken. They threw away their knapsacks, cartridge boxes, and everything that would impede their progress. In going over the ground afterwards, our men found evidences of a general stampede throughout the woods; amongst other things they picked up from the mud the heavy boots of a general officer, with silver spurs on. There was evidence in the marks that the enemy had been completely "bogged," or sunk in the mud, and our prisoners informed us that, had we gone into the woods at that moment, with two hundred men, we could have captured the two regiments, as they were, for a time, perfectly helpless, having thrown away many of their arms, &c. It was on this marsh I depended for safety when I placed the schooners in position; for, without such a natural defence, we should have been at the mercy of concealed riflemen.

Not wishing to have any mishaps, I landed five howitzers, threw up works, posted fifty marines as pickets, and had a large bell slung up in the woods with lines leading to it from different points, so that the pickets might give immediate alarm. After which the mortar flotilla went to their repose with great confidence. We have held the position we first took. We have advanced, indeed, 300 yards with the mortars. We are within 2,100 yards of the enemy's batteries, and in short distance of an army (which they say consists) of thirty thousand men—a very doubtful estimate, as it will not amount to a half or a third of that number. From what I can learn from pretty reliable sources, the regiments are small, and do not average 500 men each. I do not think there are 6,000 men in this town and the surrounding country. and many of them are sick.

I respectfully submit a list of the killed and wounded on board the steamers Clifton and J. P. Jackson. On the Clifton there were eight killed and one wounded: Thomas Collins, gunner's mate; Robert Sargeant, ship's cook; John Burke, ordinary seaman; William Morris, captain's cook; John B. Carlton, landsman; and George B. Derwent, (colored,) wardroom steward, killed; and John Hudson, master at arms, severely wounded; John Connor, 2d class fireman, was drowned. On the Jackson, Alexander Greenwall, seaman, was severely, if not mortally, wounded.

On the 2d of July the enemy made another attack on our pickets and drove them in, wounding two of them, and succeeded in getting so close as to fire on our decks; but they soon met with the fire of five field pieces which I had placed near the edge of the woods, and which must have inflicted severe punishment. Five dead bodies have since been found and evidences of some wounded, from the muskets and other arms thrown away, I suppose, in the retreat. Since then we have fortified ourselves so that they cannot annoy us without getting the worst of it. They have shelled our position, fired hot shot and rifled shot in abundance; and though they have made some holes in the mortar vessels, we have held our position, and shell them out whenever we open on them with mortars.

Very respectfully, your obedient servant,

DAVID D. PORTER,
Commanding Mortar Flotilla.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Squadron,
United States Steamer Hartford.

Reports of Lieutenant Commanding Crosby, of the Pinola, and Lieutenant Commanding Woodworth, of the J. P. Jackson, of the attack on Vicksburg, June 28, 1862.

UNITED STATES FLAG-SHIP HARTFORD,
Above Vicksburg, July 8, 1862.

SIR: I have the honor to forward the report of Lieutenant Commanding P. Crosby, of the attack on Vicksburg, June 28, 1862; also the report of Lieutenant Commanding Selim E. Woodworth, commanding the gunboat J. P. Jackson, of the same affair.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES GUNBOAT PINOLA,
Above Vicksburg, June 30, 1862.

SIR: I have the honor to report that I took my position in line of battle on the 28th instant at 3.10 a. m., in obedience to signals, and stood up the river in company with the squadron. At 4 a. m. opened fire on the enemy's batteries, which we continued until 6.10 a. m., when we had passed Vicksburg and were beyond the range of our stern guns, (24-pound howitzers,) but within range of the enemy's heavy rifled guns for some twenty minutes after we had ceased firing. At 6.40 a. m. anchored above Vicksburg; fired from the 11-inch gun 20 shell, 3 grape, and 1 shrapnel; from the Parrott rifle 29 shell; from the howitzers 13 shell and 20 shrapnel—total 86. Owing to the smoke and remarkably scattered position of the enemy's guns, we labored under great disadvantage in aiming, which hindered us from firing more rapidly. The fire from the enemy upon us was very severe, owing in a great measure, I think, to our being the last vessel that passed their batteries. But, I am thankful to say, only a few shot struck us, one of which, a heavy shot, struck John Brown, ordinary seaman, at the 11-inch gun, seriously wounding him; another, a 50-pound rifle shot, cut away the timber-head of the starboard after port; struck the howitzer and carriage, slightly defacing the former and slightly injuring the latter; it also struck the cabin hatch, destroyed the barometer and thermometer, and landed in the port water-ways; and, I regret to say, it killed William H. Thomas, quarter-gunner and captain of the gun, while sighting the piece, and mortally wounded Thomas Graham, landsman, who died in a few minutes after; it also slightly wounded William H. Shucks, landsman. Daniel Colleran, landsman, was wounded by a musket ball, volleys of which were fired at us from hills and bushes. We received some four or five large grape shot in the hull just below the water-ways. I am happy to say that neither the vessel nor guns were disabled. The howitzer continued firing after the accident, under the direction of Acting Master's Mate William H. Thompson, who, by his brave example, restored confidence to his crew, and did great service in the action.

I have again the pleasant duty of bearing testimony to the gallant conduct of the officers and crew of this vessel; the spirit and zeal exhibited in the performance of their duties on this occasion. John R. Tennant, quartermaster, gave the soundings with as much coolness as though he had been making an ordinary survey. Mr. John McHugh, our pilot, behaved in a remarkably cool and self-possessed manner, and gave me great assistance. Great credit is due Lieutenant

A. E. Cooke for the efficient manner in which the guns were worked, and for the good training of the ship's company. Accompanying this report I send Assistant Surgeon L. M. Lyon's report of casualties.

I am, sir, very respectfully, your obedient servant,

PIERCE CROSBY,
Lieutenant Commanding.

Flag-Officer D. G. FARRAGUT,
U. S. N., Commanding Western Division of United States Blockading Squadron, Gulf of Mexico.

UNITED STATES GUNBOAT PINOLA,
Above Vicksburg, June 30, 1862.

SIR: I have to report to you the following as the list of killed and wounded during the late action in front of Vicksburg between our fleet and the enemy's batteries and soldiery:

Killed.—William H. Thomas, quarter gunner.
Mortally wounded.—Thomas Graham, landsman, (since dead.)
Seriously wounded.—John Brown, ordinary seaman.
Slightly wounded.—Daniel Colleran and William H. Shucks, landsmen.

Very respectfully,

L. M. LYON,
Assistant Surgeon, United States Navy.

Lieutenant Commanding PIERCE CROSBY,
United States Navy.

UNITED STATES STEAMER J. P. JACKSON,
Off Vicksburg, June 30, 1862.

SIR: I have the honor to report the following casualties on board the United States steamer J. P. Jackson during the engagement on the morning of the 28th ultimo before Vicksburg. In endeavoring to obtain the position assigned me, by your order, in front of the lower "water battery," my vessel was struck by a 7-inch rifle projectile, which, entering on the starboard side of the forward bulkhead, passed obliquely through the forward wheel-house, destroying the wheel, and passed out through the hurricane deck, taking off the right foot of one of the steersmen, and wounding the left foot.

The vessel was for a while rendered unmanageable, but, by the aid of a jury tiller, we were enabled to steer down the river out of the action, when the signal to retire was made. We received another 7-inch rifle projectile in our starboard wheel, cutting away one-half of the bridge piece supporting the other end of the shaft immediately under the pillar block. We were struck slightly by two grape or other shot, doing no damage. We fired from our guns during the engagement 117 shot, shell, grape, and shrapnel. I take pleasure in stating that the gallant conduct of my men and officers during the action met with my highest commendations.

Enclosed I send you the report of Surgeon Thomas Yard, containing list of wounded.

I have the honor to be, very respectfully, your obedient servant,

SELIM E. WOODWORTH,
Lieutenant Commanding, United States Navy.

Commander D. D. PORTER,
Commanding Mortar Flotilla.

UNITED STATES STEAMER J. P JACKSON,
Off Vicksburg, July 2, 1862.

SIR: I have to report that on the morning of the 28th June, during an engagement with the enemy at Vicksburg, a shot struck the foot and leg of Alexander Grenwald, a seaman on board this vessel, wounding him in such a manner that I was obliged to amputate his leg in the lower third. I am happy to state that no other accident of any kind occurred to our officers or crew.

Very respectfully, your obedient servant,

THOS. S. YARD,
Acting Assistant Surgeon, United States Navy.

Lieut. Commanding SELIM E. WOODWORTH,
United States Steamer J. P. Jackson.

Engagements with the Ram Arkansas, July 15, 1862.

UNITED STATES FLAG-SHIP HARTFORD,
Below Vicksburg, July 17, 1862.

SIR: It is with deep mortification that I announce to the department that, notwithstanding my prediction to the contrary, the iron-clad ram Arkansas has at length made her appearance, and taken us all by surprise. We had heard that she was up at Liverpool, in the Yazoo river, and Lieutenant Colonel Ellet informed me that the river was too narrow for our gunboats to turn, and was also shallow in places, but suggested that Flag-Officer Davis might send up some of his iron-clad boats, which draw only six or seven feet of water.

When this was proposed to Flag-Officer Davis he consented immediately, and General Williams offered to send up a few sharpshooters. The next morning they went off at daylight, and by six in the morning we heard firing up the river, but supposed it to be the gunboats firing at the flying artillery, said to be lining the river. In a short time, however, the gunboats appeared, and the ram in pursuit. Although we were all lying with low fires, none of us had steam, or could get it up, in time to pursue her; but she took the broadside of the whole fleet. It was a bold thing, and she was only saved by our feeling of security. She was very much injured, and was only able to drift or go at the slowest speed—say, one knot, and with the current she got down to the forts of Vicksburg before any of us had steam up.

I had a consultation with Flag-Officer Davis, and we thought it best to take the evening, when he dropped down to take the fire of the upper battery, and my squadron passed down with the determination of destroying the ram, if possible; but, by delays of getting in position, &c., it was so dark by the time we reached the town that nothing could be seen except the flashes of the guns, so that, to my great mortification, I was obliged to go down and anchor, with the rest of my fleet, to protect the transports, mortar-boats, &c.

The ram is now repairing damages—for we put many holes through her—though we do not know the extent of damage done to her. Be assured, sir, however, that I shall leave no stone unturned to destroy her. I regret to report that the loss from this vessel was one officer and two men killed, and five men wounded. The total loss in the fleet was five killed and sixteen wounded. I enclose herewith the fleet surgeon's report of casualties.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Comd'g Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

FLAG-SHIP HARTFORD,
Below Vicksburg, July 16, 1862.

SIR: I respectfully report the following list of killed and wounded in the fleet during the engagements on the 15th instant, viz:

FLAG-SHIP HARTFORD.

Killed.—George H. Loundsberry, master's mate; Charles Jackson, officers' cook, and John Cameron, seamen, by cannon-shot.

Wounded.—Captain John L. Broome, marine corps, and Thomas Hoffman, paymaster's steward, severe contusions; John D. Barnes, fireman, and Michael Martin, landsman, contusions; George Royer, marine, and Henry Downs, boy slightly.

WISSAHICKON.

Killed.—John Garrett, ordinary seaman, by a cannon-shot.

Wounded.—Edward York, fireman, and Daniel Hays, ordinary seaman, and Joseph Ranahan, landsman, severely; James Revell, ordinary seamen, slightly.

WINONA.

Killed.—John H. Harway, landsman, by a shell.

Wounded.—John Jones, captain afterguard, severely; William Malley, landsman, slightly.

SCIOTO.

Wounded.—James H. Mathist, landsman, and Peter Lasher, ordinary seaman, severely.

RICHMOND.

Wounded.—William Somes and William Nelson, seamen, slightly.

Total—5 killed; 16 wounded.

I am, very respectfully, your obedient servant,

J. M. FOLTZ, *Fleet Surgeon.*

Flag-Officer D. G. FARRAGUT,
Comd'g Western Division Gulf Blockading Squadron.

UNITED STATES STEAM-SLOOP ONEIDA,
Below Vicksburg, July 16, 1862.

SIR: I make the following report of the action with the batteries and with the rebel iron-clad ram Arkansas, last evening, in passing Vicksburg.

At 6.40 p. m. flag-ship made general signal 1,218; got under way, steaming as necessary, whilst the fleet was formed according to the plan for the morning of the 28th ultimo. Renshaw's mortars were now firing at the batteries. At 6.55 the army mortars commenced firing; at 7 the Benton opened fire on the new upper battery; at 7.20 passed two of the army gunboats—now holding their fire to allow us to pass—our fleet having formed and closed up; at 7.30 we opened fire on the new upper battery; fired, in passing, at the upper batteries and rifle-pits with our battery and small arms, whilst under like fire from the rebels.

We passed near the left (east) bank, stopped the engine, and drifted by the town; saw the wharf boat; fired bolts from two rifled guns and solid shot from the two 11-inch pivot guns at the Arkansas, which, lying under the bank,

exposed her position by firing. Stopped firing at 7.50, having expended the following projectiles: 6 shells, 11-inch, 5″ fuze; 9 grape, 11-inch; 2 solid shot, 11-inch, (at the ram;) 10 shells, 32-pounders, 5″ fuze; 1 stand 32-pounder grape; 2 solid 32-pounder shot; 16 bolts and 1 shell from the 30-pounder Dahlgren rifle guns. No casualties occurred on board. The officers and men on the sick list who were able to go to their guns did so. Anchored with the fleet.

Respectfully yours,

S. PHILLIPS LEE,
Commander.

Flag-Officer D. G. FARRAGUT,
Commanding, &c., &c.

FLAG-SHIP HARTFORD,
Below Vicksburg, July 22, 1862.

SIR: I herewith enclose the reports of these vessels, the Iroquois, Richmond, Sciota, and Winona, of their passage down the river from above this place, and the encounter with the ram Arkansas.

I am, sir, respectfully, your obedient servant,

D. G. FARRAGUT, *Flag-Officer,*
Commanding Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES FLAG-SHIP HARTFORD,
Below Vicksburg, July 16, 1862.

SIR: Yesterday morning about six o'clock firing was heard up the river, supposed to be a reconnoitering party engaged with the enemy's field artillery up the Yazoo river; but it proved that they were engaged with the enemy's ram Arkansas, which soon appeared coming round the point, firing and being fired into by the different vessels. We gave her our port broadside as she passed, but with what effect could not be seen. We were loaded with 5″ shell. At 6.45 p. m. we got under way and stood down the river, when the upper battery opened. We returned their fire as soon as our guns would bear, and continued firing without intermission at batteries, ram, and riflemen, until we anchored below the town. The officers and men behaved with their accustomed bravery and coolness. The two (officers) acting masters of the powder division were sick, but, under the direction of Paymaster G. F. Plunket, and Sailmaker John A. Holbrook, its duties were admirably carried on. The efficiency of the gun divisions are, in a great measure, due to the drill of Acting Midshipmen J. H. Reed, E. C. Hazeltine, and H. L. Blake. We were struck in the hull several times, and a 9-inch shell, that did not explode, carried away our starboard fore-topsail sheet and bitts on berth deck. The rigging was but slightly injured.

We had killed Master's Mate George F. Lounsberry, Officer's Cook Charles Jackson, and John Cameron, seaman; six were wounded.

I am, respectfully, yours,

R. WAINWRIGHT, *Commander,*
Commanding Flag-Ship Hartford.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

FLAG-SHIP HARTFORD,
Below Vicksburg, July 16, 1862.

SIR: The following officers and crew of this ship were killed and wounded in the engagement last night, viz:

Killed.—George H. Lounsberry, master's mate, killed by a cannon ball; Charles Jackson, officers' cook, killed by a cannon ball; John Cameron, seaman, killed by a cannon ball.

Wounded.—Thomas Hoffman, paymaster's steward, struck in head and chest with splinters; John D. Barnes, fireman, contusion of shoulder; Michael Martin, landsman, contusion of arm, slightly; George Royer, marine, contusion of arm, slightly; Henry Downs, boy, (colored,) contusion of arm, slightly; Captain John Broome, marines, contusion of head and shoulder.

Total.—Killed, 3; wounded, 6.

I am, very respectfully, your obedient servant,

J. M. FOLTZ, *Fleet Surgeon.*

Commander R. WAINWRIGHT,
Commanding United States Steamer Hartford.

UNITED STATES STEAMER IROQUOIS,
Below Vicksburg, July 17, 1862.

SIR: At twenty minutes after six in the afternoon of the 15th, signal being made from the flag-ship to weigh and form the line ahead, (the Iroquois being ordered to lead,) I was immediately under way, and stood down the river toward the newly erected battery, having been preceded about half an hour by Flag-Officer Davis and the Benton, with two other iron-clad gunboats, whose instructions were to keep in play the upper battery, whilst we passed on to the attack.

At seven we passed the head of their line, and were immediately under fire, which we returned at once; and very soon after the hill battery, in the upper part of the town, commenced its raking fire, the shot and shell flying over us, their guns not being sufficiently depressed. In a short time we were abreast of the town, from which we received volleys of musketry and artillery, which we returned with shrapnel and grape. Now the lower hill batteries commenced their plunging fire, and at this critical moment our worn-out engines suddenly stopped, and we drifted for twenty minutes under fire, which, as night was now setting in, was ill-directed, and very soon gave me no concern.

As we dropped down, the lower water battery, and what I supposed might be the iron-clad ram, opened upon us. This we returned with solid shot. But with all this fire of heavy shot and shell from the batteries, of musketry and field-pieces with which the town was crowded, with the exception of a 6-pound shell, fired from a field-piece, left sticking in our side between wind and water, we escaped without damage.

By the indefatigable exertions of our chief engineer the engine was set going again, and when below their line of fire, I turned and stood up again for the batteries, thinking the flag-ship was still above. But afterwards, finding that in the darkness she had passed below unobserved by us, I dropped down and anchored beside her.

I have the honor to be, sir, very respectfully, your obedient servant,

JAMES S. PALMER, *Commander.*

Flag-Officer DAVID G. FARRAGUT,
Commanding Western Gulf Squadron.

UNITED STATES STEAMER RICHMOND,
Near Vicksburg, July 16, 1862.

SIR: I have the honor herewith to enclose the surgeon's report of casualties, and also those of the boatswain and carpenter, showing the injury done to this vessel by the enemy's shot during the action of last evening. Every one on board behaved well. A careful lookout was kept for the ram as we passed, but owing to the obscurity of the night we could not make her out.

Respectfully, sir, your obedient servant,

JAMES ALDEN, *Commander.*

Flag-Officer D. G. FARRAGUT,
Com'd'g Western Gulf Blockading Squadron, Flag-Ship Hartford.

UNITED STATES STEAMER RICHMOND,
Below Vicksburg, July 16, 1862.

SIR: The following are the only cases of injury that occurred in passing the batteries of Vicksburg last evening:

Wounded.—William L. Somes, seaman, incised wound of scalp, not severe; William Nelson, seaman, slight injury of right thumb, and contusion of left knee.

Very respectfully,

A. A. HENDERSON, *Surgeon.*

Commander JAMES ALDEN,
United States Steamer Richmond.

UNITED STATES STEAMER RICHMOND,
Off Vicksburg, July 16, 1862.

SIR: I respectfully beg leave to submit to you the following report of injuries received by this ship in action on the evening of the 15th instant, viz: Two shrouds, port mizzen rigging, shot away; two quarter-blocks, foretopsail yard-bands badly injured; and port foot-rope shot away; brails and outhaul of spanker shot away, same shot seriously injuring the spanker.

Most respectfully, sir, your obedient servant,

ISAAC T. CHOATE,
Boatswain, United States Navy.

JAMES ALDEN, Esq.,
Commanding United States Steamer Richmond.

UNITED STATES STEAMER RICHMOND, *July* 16, 1862.

SIR: I beg leave respectfully to state the damage sustained by this vessel, off Vicksburg, in the action of the 15th instant.

She was struck by a shot on the port side, at the water-line, under No. 1 gunport, going in two inches and glancing off; struck by a 9-inch shot under No. 3 gunport, two feet above the berth deck, passing through planking timbers and ceiling, breaking off one hanging and two diagonal knees, demolishing a mess-chest, and lodging on the starboard side. Between No. 11 and 13 gunports five grapeshot struck the side of the ship; one six-pound shot struck near the top on the afterpart of No. 12 gunport, imbedding itself in the timber; a

six-pound shot struck on the forward side of No. 15 gunport, burying itself in the timber; one six-pound shot came through the afterport of cabin, carrying away sash, blinds, and bulkhead, and lodging in the signal-room. A large number of bullets struck and lodged in the side; the mainmast and steam-pipe were also struck by bullets. The foretopsail yard was struck by a shot, carrying away quarter-blocks and starting the bands.

I have the honor to be, sir, your obedient servant,

H. L. DIXON, *Carpenter.*

Commander JAMES ALDEN,
United States Steamer Richmond.

UNITED STATES GUNBOAT SCIOTA,
Above Vicksburg, July 15, 1862.

SIR: This morning, about 6.10 o'clock, heavy firing was heard on board this vessel apparently from the direction of the Yazoo river, the cause of which soon manifested itself in the appearance of the gunboat Tyler, Lieutenant Commanding Gwinn, running before, and closely followed by, an iron-clad rebel ram—since ascertained to be the Arkansas—escaped out of the Yazoo river. This vessel—of a similar construction to the Louisiana and Mississippi destroyed at New Orleans; that is, with a screw propeller and inclined iron sides, armed with nine guns—seemed, from her movements, to trust entirely to her invulnerability for a safe run to the cover of the Vicksburg batteries. The Tyler made a running fight until within our lines, when the vessels opened as their guns bore, the rebel's speed diminishing very visibly. This gunboat was anchored forth in line from up river, without steam, and engines under repairs; but as soon as I heard the firing I ordered fire started and steam to be raised with all despatch. My eleven-inch gun being loaded with a ten-second shell, which I had endeavored in vain to draw, as the rebel came within my train I fired, striking him fair, but the shell glanced off almost perpendicularly into the air and exploded. At the same time I opened a brisk fire with all my small arms against his ports, which, I am confident, prevented them from manning her port guns till after she had passed us. I observed one man in the act of sponging tumble out of the port, sponge and all, evidently shot by a rifle ball.

I found my officers and men ready, but such was the suddenness of the appearance and passing of this formidable vessel of the enemy that but little time was afforded for any continued attack upon her with the unwieldy gun carried by this vessel. After passing down stream out of my line of fire, which he did in from four to six minutes, I was unfortunately only a spectator of the final result of this event.

I am, very respectfully, your obedient servant,

R. B. LOWRY,
Lieutenant, Commanding U. S. Gunboat Sciota.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

UNITED STATES GUNBOAT SCIOTA,
Below Vicksburg, July 16, 1862.

SIR: I have the honor to report that, in obedience to general signal, made yesterday at 7 p. m., I got under way and took position fifth in line and steamed down the river. On nearing the point opposite the city, found an active bombardment kept up from the iron-clad vessels of Flag-Officer Davis's fleet, while the rebels were replying with great spirit from all the hill and water batteries,

strengthened by large bodies of sharpshooters posted in rifle-pits and in the woods. As we turned the point the bullets began to fly over us very thickly. We opened on the riflemen with small arms, in the hands of our sick and disabled officers and men, who, too feeble to work the heavy guns, still zealously used their little strength to annoy the enemy by a return fire of musketry. Our two 24-pounder howitzers were worked rapidly and efficiently, throwing shrapnel into the enemy's troops, which were seen to burst with good range and effect. I proceeded under this fire and the cross fire of the batteries till beyond range, when I rounded to and anchored at 8.10 p. m.

On passing Vicksburg could see nothing distinctly of the ram, though I received a fire, as from a battery, at or near the level with the water. A shell from this battery passed horizontally through this vessel, tearing the metallic boat, cutting bulwarks on port side, starting wood ends and bolts on deck, and finally bursting in the starboard spirketing, tearing waterways, covering-board, futtock ends and timbers, and breaking boat davit on starboard side. Several grape and other shots passed through the ship, and one heavy shot struck under port bow—a plunging, grazing shot from the hill forts.

I have to report, and thankfully so, but two casualties—two men wounded, as per surgeon's report. My officers and men behaved well and bravely.

* * * * * * * *

Very respectfully, your obedient servant,

R. B. LOWRY,
Lieutenant, Commanding Sciota.

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

UNITED STATES GUNBOAT WINONA,
Below Vicksburg, July 16, 1862.

SIR: I have the honor to report that this vessel got under way last evening, and passed, in company with the rest of your fleet, from the anchorage above Vicksburg to that below. All the vessels were subjected to a heavy fire from the numerous batteries, as also to a heavy fire of musketry. We were enabled to fire our 11-inch gun but three times, owing to having received a shot on our port side, which started a heavy leak. Started our deck-pumps immediately, but finding the water gaining, ran in and pivoted the 11-inch gun to starboard to raise the leak out of water; water still gaining, pivoted rifle gun to starboard; shifted port howitzer over, and shifted shot and shell to starboard. My orders being to anchor at the old anchorage below Vicksburg, I ran down to the lower end of the island and rounded to, with the intention of anchoring, but finding the leak still gaining fast on the pumps, the water up to the top of the ash-pit doors, and being ignorant of the position and nature of the damage causing the leak, I deemed it the safest plan to run the vessel on shore, which was done at the foot of the island, her bow in eight and stern in eleven feet water. Upon examination, we found that a shot had entered, just above water-line, and close to opening of outboard delivery, breaking valve and cast-iron valve-chest. I enclose herewith report of Mr. Purdy, senior engineer in charge. Our other shot struck the spirketing in wake of long port, but did not penetrate. One shell burst among the crew of 11-inch gun, killing one man and very slightly wounding two others. The fragments of this shell tore up the deck waterways, hatch-combings, and gun-carriage, but the injuries are not serious. In the engagement with the iron-clad gunboat our side was perforated in several places by fragments of a shell which exploded near the vessel, wounding two men.

I cannot speak too highly of the conduct of all on board. I enclose here-

with reports of Assistant Surgeon Matthewson, of the casualties of yesterday; also report of ammunition expended.

Very respectfully, your obedient servant,

ED. T. NICHOLS, *Lieutenant Commanding.*

Flag-Officer D. G. FARRAGUT,
Commanding Western Division Gulf Blockading Squadron.

UNITED STATES GUNBOAT WINONA,
Below Vicksburg, Miss., July 16, 1862.

SIR: I most respectfully make the following report of the damages sustained by the engineer's department of this vessel in passing the city of Vicksburg, July 15, 1862, viz: Outboard delivery valve-chamber shot away and shattered in an irreparable manner, thereby rendering the engines useless until the said valve-chamber is replaced; oil-tank destroyed.

Very respectfully,

JOHN PURDY,
Second Assistant Engineer, United States Navy.

Lieutenant Commanding E. T. NICHOLS.

UNITED STATES GUNBOAT WINONA,
Near Vicksburg, July 15, 1862.

SIR: I respectfully report that in the engagement of this morning with the rebel iron-clad gunboat Arkansas, the following men were wounded on board this vessel: John Jones, captain after-guard, struck by splinter over left malar bone, which contused the soft parts, but produced no fracture; William Malley, landsman, struck by a splinter, which produced a contused wound over left scapula, not serious in its nature.

Very respectfully, your obedient servant,

ARTHUR MATTHEWSON,
Assistant Surgeon, United States Navy.

EDWARD T. NICHOLS, *Lieutenant Commanding.*

UNITED STATES GUNBOAT WINONA,
Near Vicksburg, July 16, 1862.

SIR: I respectfully report that, in the engagement of last night with the batteries at Vicksburg, John H. Harway, landsman, was killed instantly by the explosion of a shell from the enemy's batteries. No others of the ship's company were injured beyond the extent of slight bruises and scratches.

Very respectfully, your obedient servant,

ARTHUR MATHEWSON,
Assistant Surgeon, United States Navy.

EDWARD T. NICHOLS, *Lieutenant Commanding.*

Commodore W. D. Porter's report of reconnoissance, with account of engagement of the Anglo-American, on the 28th of August, at Port Hudson, La.

UNITED STATES GUNBOAT ESSEX,
Off New Orleans, September 9, 1862.

SIR: I have the honor to report that, on the 23d ultimo, having remained off the city of Baton Rouge two days after its evacuation by our troops, I pro-

ceeded up the river to reconnoitre reported batteries in progress at Port Hudson, Louisiana, and also coal my vessel at Bayou Sara, the only place I could obtain any, save New Orleans. Arriving there, I found the town entirely deserted, and the coal burning. Sending a boat's crew on shore, they were fired at by guerillas from the houses in heavy force. My men drove them out, and burnt the buildings in the lower part of the town to prevent such being used to protect the enemy. These guerillas had a few days previously fired at and wounded several of the crew of the United States gunboat Sumter. On the 24th I was necessitated to send the wooden gunboat Anglo-American, which I had fitted out and armed, to New Orleans for coal, and I again dropped down the river and awaited her return off Port Hudson. I could discover no guns at this place, but earthworks were in progress, and whilst destroying these I had the misfortune to burst my heavy 10-inch gun. The Anglo-American not arriving, I returned to Bayou Sara, where we were again fired at from buildings left, on which I ordered those remaining to be destroyed.

The Anglo-American joined me on the 29th, and reported three batteries as having opened on her whilst passing Port Hudson. She received seventy-three shots in her *en passant*. I had received intimation that the rebel gunboat Webb was at Natchez, to which city she had convoyed transports with supplies from Red river. I followed to that city, but found they had sought the protection of the Vicksburg guns. At Natchez a boat's crew from the Essex were sent on shore to procure some ice for my sick, when they were wantonly attacked by over two hundred armed citizens, wounding the officer in command, and killing one and wounding five seamen. I immediately opened fire on the lower town, and set a considerable number of the houses from whence they were firing on us on fire. After bombarding the place for an hour, the mayor unconditionally surrendered the city.

I followed the rebel gunboat Webb to the batteries at Vicksburg, under the guns of which she, with two transports, lay. Heavy ordnance batteries, extending three miles further down the river than during the siege in July, prevented my nearer approach to these boats. Having exchanged some shots, and ascertained that the upper fleet was not in the vicinity of the town, being short of provisions, my battery weakened by the loss of two guns burst, and also short of ammunition, I determined to steam down the river to New Orleans for supplies, and, if possible, ascertain the strength of Port Hudson batteries. On the 7th instant, at 4.15 a. m., we were off that place, and, on coming within range, the enemy opened on us a vigorous fire with heavy siege guns. The Essex was struck with heavy shot fourteen times. As nearly as I can judge, the enemy had in position from thirty-five to forty guns of 10-inch, 9-inch, and 8-inch calibre, in three batteries commanding the river to the extent of five miles. A 68-pound, 32-pound, and also a 10-inch shot, lodged in the Essex, but without material damage. We were under fire an hour and three-quarters, during which time the guns were worked well and incessantly, and I have reason to believe the enemy was considerably damaged. Mr. J. Harry Wyatt, acting fourth master, and my secretary, had command of the forward battery, and his conduct met my entire approbation.

A land force will be necessary to complete the destruction of this fort, which, if allowed to again be restored, would seriously interrupt the free navigation of the Lower Mississippi

Very respectfully, your obedient servant,

W. D. PORTER,
Commodore, United States Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—In the various encounters I have had since leaving St. Louis on the last cruise, (July 6,) the Essex has been struck by heavy shot perceptibly one

hundred and twenty-eight times—glancing shot have left no record; three have broken the iron, and but one through, and that at a distance of a few feet from the battery delivering it. W. D. P.

UNITED STATES GUNBOAT ANGLO-AMERICAN,
Off Bayou Sara, Louisiana, August 29, 1862.

SIR: In pursuance of your order, I proceeded down stream on the 24th instant for New Orleans, arriving there on the morning of the 25th. We loaded up with coal, and left that city at 3.15 p. m. on Thursday, the 28th instant. Nothing of importance occurred until I approached Port Hudson. I noticed earthworks had been thrown up on the bluffs as well as the water-line, but no guns being in sight, I kept on for about a mile, when another line of earthworks was discovered, as well as indications of rifle-pits. I immediately ordered my rifle 50-pounder to be fired. At this moment the enemy opened on the boat. My rifle gun unfortunately could not be used, as the cartridge had been made wet by a just passed heavy rain. Our howitzer was useless, as no ammunition could be obtained for it at New Orleans. We were now just abreast of the last-mentioned earthworks, the enemy's guns playing on us with great rapidity. I could see two 32-pounder cannon and eighteen field-pieces, 6 and 12 pounders. The fire was so heavy on my frail wooden boat, that had it not been a matter of urgent necessity to reach you, I should have dropped back, as I had no protection for the machinery, and the fire was so heavy that the firemen were driven from their post. I determined, from the importance of the case, to push on and rejoin you, if possible. I am happy to report we succeeded.

The following casualties occurred: Mr. Parker, pilot, severely wounded in the back from a bursting shell, and James Banes, seaman, slightly wounded by splinter over the eye. We received seventy-three shots—fifteen heavy shots, the balance 12-pounder and grape. One 32-pounder struck the upright brace of the walking beam, breaking it in two.

It is with pleasure I here state the gallant conduct of Mr. H. Glasford, executive officer, and Mr. B. S. Williams, pilot, who never left their post of danger, and, by their energy and coolness, contributed to the saving of the boat. Mr. Miller, chief engineer, Mr. Parker, third master, and Mr. Jacobi, of the Essex, all did their duty nobly.

I have the honor to be, very respectfully, your obedient servant,

R. K. RILEY,
Commanding Gunboat Anglo-American.

Commander W. D. PORTER,
Commanding Naval Forces below Vicksburg.

Destruction of the ram Arkansas.

FLAG-SHIP HARTFORD,
Baton Rouge, August 7, 1862.

SIR: It is one of the happiest moments of my life that I am enabled to inform the department of the destruction of the ram Arkansas; not because I held the iron-clad in such terror, but because the community did.

On the 4th instant I sent the Tennessee up to Baton Rouge with provisions for Commander Porter and the gunboats stationed at that place. On the night of the 5th she returned with the information that the enemy had made a combined attack upon Baton Rouge by the ram and two gunboats, the Webb and

Music, and calling for assistance. At daylight the Hartford was under way for this place, with orders for the other vessels to follow me as fast as ready.

I arrived here to-day at 12 m., in company with the Brooklyn, Westfield, Clifton, Jackson, and Sciota. I had sent the Cayuga up before me, agreeably to a request of General Butler, in consequence of the guerillas firing into some of his transports. On my arrival I was informed by Commander W. D. Porter that yesterday morning at 2 o'clock the enemy's forces, under General Breckinridge, attacked General Williams, drove in his pickets, &c. General Williams, having had ample warning, was all prepared for him. The fight was continued with great energy on both sides until 10 a. m., by which time the enemy had been driven back two or three miles; but, unfortunately, the gallant General Williams, while cheering on his men, received a Minie ball through his heart.

General Williams had informed Lieutenant Commanding Ransom the evening before of his plans, and requested him not to fire a gun until he notified him; and when he did so, our gunboats—the Kineo and Katahdin—opened with fine effect, throwing their shells directly in the midst of the enemy, producing great dismay and confusion among them. Lieutenant Ransom had an officer on the State-house, which overlooks the adjacent country, and could direct the fire of every shell.

As soon as the enemy was repulsed, Commander Porter, with the gunboats, went up stream after the ram Arkansas, which was lying about five miles above, apparently afraid to take her share in the conflict, according to the preconcerted plan. As he came within gunshot he opened on her, and probably soon disabled some of her machinery or steering apparatus, for she became unmanageable, continuing, however, to fire her guns at the Essex.

Commander Porter says he took advantage of her presenting a weak point towards him, and loaded with incendiary shells. After his first discharge of this projectile, a gush of fire came out of her side, and from that moment it was discovered that she was on fire, which he continued his exertions to prevent from being extinguished. They backed her ashore and made a line fast, which soon burnt, and she swung off into the river, where she continued to burn until she blew up with a tremendous explosion, thus ending the career of the last iron-clad ram of the Mississippi. There were many persons on the banks of the river witnessing the fight, in which they anticipated a triumph for Secessia; but on the return of the Essex not a soul was to be seen.

I will leave a sufficient force of gunboats here to support the army, and will return to-morrow to New Orleans, and depart immediately for Ship island, with a light heart that I have left no bugbear to torment the communities of the Mississippi in my absence.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Commanding Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

ON GUNBOAT ESSEX,

Off Baton Rouge, August 6, 1862.

SIR: This morning, at 8 o'clock, I steamed up the river, and at 10 o'clock attacked the rebel ram Arkansas, and blew her up. There is not now a fragment of her left.

Very respectfully, your obedient servant,

W. D. PORTER,

Com'ding Division of Flotilla in Western Waters.

Rear Admiral D. G. FARRAGUT.

UNITED STATES GUNBOAT KINEO,
Off Baton Rouge, Louisiana, August 6, 1862.

SIR: I have to report that a vigorous attack was made upon our forces at this place yesterday morning, at about 5 o'clock, by a strong rebel force, said to be commanded by General Breckinridge.

The Kineo and Katahdin were placed immediately in a position, previously indicated to me by General Williams, to protect his right flank; but his lines were so much extended, and so completely covered the enemy's approach, that our guns could not be made available with safety to our troops at any time during the morning, In the afternoon, however, we were notified of such changes in the relative positions of the two forces that we were enabled to open (with tremendous effect, we are informed) upon the enemy's left wing, which caused him to withdraw in much haste, and to fall back several miles.

Early in the morning, soon after the attack had been commenced, the smoke of a steamer, supposed, from information received the previous evening, to be the ram Arkansas, was observed moving rapidly down the river towards the bend just above this place. It stopped about a mile above the bend, and remained there, sometimes apparently moving up a little, then down again, during the day and night.

Late in the afternoon she was joined, apparently, by two other steamers, (judging by smoke,) which separated from her this morning, moving up the river. The Essex, accompanied by the Cayuga and Sumter, then moved up towards the bend; finally a general signal was made by the former, agreeably to which the Kineo and Katahdin followed. Upon drawing near to the bend, however, some lines of white smoke having been observed in the rear of the city, it was deemed advisable for the two latter to return to their station for the protection of the troops.

By this time it had been discovered that the Arkansas was on fire. Subsequently it had been ascertained, I believe, that she had suddenly become helpless there by some failure of her engines; and seeing our approach, so formidable to her in her crippled condition, doubtless they set her on fire and abandoned her. About 1 o'clock her magazine exploded, and the ram Arkansas was *extinct.*

I have the honor to be, sir, very respectfully, your obedient servant,
GEO. M. RANSOM, *Lieutenant Commanding.*

Flag-Officer D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

UNITED STATES GUNBOAT KATAHDIN,
Off Baton Rouge, Louisiana, August 6, 1862.

SIR: The anticipated attack of the enemy on this place, of which I made mention in my letter of the 4th instant, took place on the morning of the 5th. In consequence of the line of our troops being so extended, the Katahdin could render no assistance to the place until afternoon.

During yesterday afternoon the Kineo and Katahdin shelled the enemy, firing clean over the town into his very camps. This we were enabled to do by means of a system of signals established by Lieutenant Commanding Ransom, on the tower of the State-house, which corrected our aim. Our shells did fine execution, and drove the enemy from his position and determined him to a retreat, he having been repulsed by our troops under General Williams in the earlier part of the day.

The only way we can operate is by firing at extreme elevation, clean over the town of Baton Rouge.

This morning Commander Porter, in the Essex, accompanied by the Cayuga and Sumter, started up to attack the Arkansas. The Katahdin and Kinco remained at their stations, near the State-house, but were subsequently signalled to follow up and close in with the other vessels; but when nearly up with the enemy, appearances indicated an attack on the town, and we were again ordered back to our stations. In the mean time the Essex engaged the Arkansas for about an hour, when the latter was fired, deserted, and at 1 p. m. blew up, with a terrific explosion.

For some unexplained reason, the two consorts of the Arkansas left early in the morning, and advantage was taken of their absence to engage the ram.

We have thus had a bloodless victory; but the timely arrival of the Cayuga and our approach in force no doubt had a good moral effect, as the ram was badly managed and made a poor fight.

The enemy are still hovering in the rear of this place. Information is received that, besides the 6,000 troops already in this vicinity, 4,000 are approaching from Manchac, and others from Vicksburg. I keep in constant communication with the commander-in-chief of the troops here, ready to open fire when and where he may desire.

I am, sir, very respectfully, your obedient servant,

F. A. ROE,
Lieutenant Commanding.

Flag-Officer D. G. FARRAGUT,
Comd'g Western Gulf Blockading Squadron, New Orleans, La.

UNITED STATES GUNBOAT ESSEX,
Off Baton Rouge, August 6, 1862

SIR: On the evening of the 4th instant I was informed by General Williams that the rebels, in considerable force, under General Breckinridge, were moving on this place. The rebel ram Arkansas, with two gunboats, the Webb and Music, were also in the vicinity of the city to support the attack of the rebel army. I made such a disposition of the naval force under my command as I thought would give the most aid to our small force on shore.

On the morning of the 5th instant, at 1 o'clock, the enemy made an attack on our land forces and drove in the left wing of our army, killing General Williams. Our men retreating, I opened fire with shot and shell over them on the advancing enemy, and turned them back.

It was the intention of the enemy to make a simultaneous attack by land and water; but the fire from the Essex and other gunboats driving the enemy back, evidently disconcerted their plans.

Though not making her appearance, I had information of the vicinity of the ram Arkansas; and this morning I determined to steam up the river and attack her, and, if possible, prevent her rendering further assistance to the land forces she was co-operating with. At 10 a. m. I came in sight of her, at about the distance of half a mile, and immediately opened fire. After an action of about twenty minutes I succeeded in setting fire to her, and at meridian she blew up with a tremendous explosion.

The Arkansas had a crew of 180, and mounted ten guns, (six 8-inch and four 50-pound rifles.) This vessel, the Essex, mounts seven guns, and had only forty men on duty at the time of our going into action. My first master, R. K.

Riley, was in sick hospital, and his place was supplied by Second Master David Porter Rosenmiller, who conducted himself to my entire satisfaction.

I have the honor to be, very respectfully, your obedient servant,

W. D. PORTER,
Commanding Division of Flotilla in Western Waters.

Hon. GIDEON WELLES,
Secretary of the Navy.

Flag-Officer Farragut gives rebel reports of the Arkansas.

FLAG-SHIP HARTFORD,
New Orleans, August 10, 1862.

SIR: Since forwarding the reports of Lieutenants Fairfax, Ransom, and Roe, we have picked up a number of prisoners from the ram Arkansas, all of whom I have catechised very closely. They agree very well respecting her exit from the Yazoo, and her passing the fleets; they also agree as to the number of killed and wounded on each of these occasions, making in all eighteen killed and a large number of wounded. At Vicksburg they plated the deck with iron, and fortified her with cotton inside. She then came down in command of Lieutenant H. K. Stevens, (Brown having been taken sick at Vicksburg,) with the intention of making a combined attack with General Breckinridge upon Baton Rouge; but her port engine broke down. They repaired it in the course of the day, and went out to meet the Essex the next morning, when they saw her coming up; but the starboard engine gave way, and they ran her ashore, she being perfectly unmanageable.

They say that when the gunboats were seen coming up, and the Essex commenced firing, the captain set the ram on fire and told the crew to run ashore. They also state that the gunboats Webb and Music were sent for to tow her up the river, but they did not arrive, and neither of them had been seen. This is the statement; all of which is respectfully submitted by your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Flag-Officer Farragut reports bombardment of the town of Donaldsonville.

UNITED STATES FLAG-SHIP HARTFORD,
New Orleans, August 10, 1862.

SIR: I regret to inform the department that at the town of Donaldsonville, on the Mississippi, they have pursued a uniform practice of firing upon our steamers passing up and down the river. I sent a message to the inhabitants that if they did not discontinue this practice I would destroy their town. The last time I passed up to Baton Rouge to the support of the army, I anchored about six miles above Donaldsonville, and heard them firing upon the vessels coming up, first upon the Sallie Robinson and next upon the Brooklyn. In the latter case they made a mistake, and it was so quickly returned that they ran away.

The next night they fired again, upon the St. Charles. I therefore ordered them to send their women and children out of town, as I certainly intended to

destroy it on my way down the river; and I fulfilled my promise to a certain extent.

I burnt down the hotels and wharf buildings, also the dwelling-house and other buildings of a Mr. Philippe Landry, who is said to be a captain of guerillas. He fired upon our men, but they chased him off. We also brought off some ten or twelve of his negroes, and supplied ourselves with cattle and sheep from his place.

Very respectfully, your obedient servant,

D. G. FARRAGUT,

Flag-Officer, Commanding Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Engagement between the ram Arkansas and the Essex and Colonel Ellet's ram, on the 15th July, 1862.

FLAG-SHIP HARTFORD,

New Orleans, July 29, 1862.

SIR: I am happy to inform the department that I arrived here yesterday about noon, with the ships Brooklyn, Richmond, and Hartford, and gunboats Pinola and Kennebec, the other gunboats, excepting the Katahdin and Kineo, left at Baton Rouge for the protection of the troops, having preceded me.

On the 20th instant I received the order of the department to drop the ships down the river, and not to risk them before the batteries more than possible. The river had fallen very much, and my anxiety was great that I should not be able to get the large ships down. Unfortunately, the iron-clad ram Arkansas came down on the 15th, before I received your order, and her commander being satisfied by the reception we gave her that she was not shot-proof, kept her close in under the forts, which are mounted with 8 and 10 inch columbiads and 50-pounder rifles. Still, Flag-Officer Davis was determined that as Commander W. D. Porter thought his vessel, the Essex, was shot-proof, he would make an attack on the ram and drive her down to us or destroy her. He had also determined to let the Sumter run at her, and to let Colonel Ellet also attack her with one of his rams. The ram lay between the two forts, at the upper bend of the river, about four miles above the fleet.

It was stipulated that I was not to pass up the river, but be ready to receive her if she attempted to come down. Unfortunately, the attack was a failure. The Essex ran at the ram, but being so clumsy, they let the bow of the ram swing off from the shore so that the Essex ran fast aground; but she delivered her three 9-inch guns into the ram at not more than ten or twelve feet, and those who saw the ram afterwards say she had a large hole knocked into her. Colonel Ellet's ram also ran at the iron-clad, but the fire from the forts and ram so damaged her that it was with difficulty she got back to her anchorage, and it was only remarkable that she was not destroyed. We do not know that she damaged the ram. The Sumter, from some misunderstanding, did not go in.

This was a daring act on the part of Colonel Ellet, and one from which both Flag-Officer Davis and myself tried to deter him.

The Essex, after she got afloat, ran down to our fleet through a storm of shot and shell; and strange to say, not a shot struck her after she left the upper forts. She was only penetrated by three projectiles from the ram and forts, viz: one 9-inch and one 50-pound rifle solid shot, and one 50-pound conical shell. The last went through the casemates about six feet from the forward corner, and exploded inside, killing one man and wounding three, which was nearly all the

damage done the crew. The 9-inch solid shot penetrated the forward casemate nearly amidship, passed through the iron, but did not go through the wood. The 50-pounder rifle passed through the port quarter and lodged in the ward-room, doing no harm; but, of course, each of these shots started the wood and iron considerably, and other shot in the same vicinity would have done much damage.

I waited a day or two for General Williams to make his preparations for leaving, as he had determined to do so, not having well men enough to take care of the sick ones. When all was ready I settled with Flag-Officer Davis that Commander W. D. Porter was to take charge of the lower part of the river, with the Essex and Sumter. I do not, however, consider this force sufficient, for there are two gunboats in the Red river and two in the Yazoo. I presume Flag-Officer Davis will destroy those in the Yazoo, and my gunboats chased the Music and Webb up the Red river, but drew too much water to go far.

Very respectfully, your obedient servant,

D. G. FARRAGUT,
Flag-Officer, Commanding Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Engagement of the mortar schooners with the ram Arkansas, on the 22d July, 1862.

UNITED STATES STEAMER WESTFIELD,
New Orleans, July 28, 1862.

SIR: On the 21st instant Flag-Officer Farragut directed me to place the mortar schooners in a position to open fire on the batteries at Vicksburg, instructing me at the same time not to commence the attack until the firing began from the upper batteries upon the steamers of Flag-Officer Davis's fleet, which I understood were coming down to engage them, while the iron-clad steamer Essex, Commander W. D. Porter, would endeavor to destroy the ram Arkansas.

The mortar schooners were placed in the position they occupied during the former bombardment on the west bank of the river, from 3,700 to 4,000 yards from the lower batteries. At 5 a. m. on the 22d they opened fire, and continued throwing shells until the Essex had passed.

The ships of Flag-Officer Farragut not having taken positions to engage the batteries, I remained in the vicinity of the mortar schooners with the Westfield ready to assist them should it be necessary.

At 5.45 I made signal to retire from action, and the schooners dropped down to their former position.

On this, as upon all other occasions, when the mortars have been engaged, their fire was rapid and accurate, but the results were different, owing, I presume, to so few of them being engaged at a time when the enemy was putting forth his utmost energy to destroy the gallant Essex.

Respectfully, your obedient servant,

W. B. RENSHAW,
Commanding Division of Mortar Flotilla, operating with Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Commander W. B. Renshaw's report of operations of mortar flotilla previous to and during the bombardment on the 15th of July, 1862.

UNITED STATES STEAMER WESTFIELD,
Mississippi River, July 23, 1862.

SIR: I have the honor to submit the following report of the operations of the division of the mortar flotilla I have the honor to command, previous to and during the bombardment of the 15th instant.

About 7 a. m. constant firing was heard in the direction of the combined fleets of Flag-Officers Farragut and Davis, anchored a few miles above Vicksburg, and shortly after intelligence was received that the rebel iron-clad ram Arkansas was endeavoring to and would probably succeed in passing the fleet. Signal was immediately made from this steamer to the mortar schooners to prepare to get under way. At 8 a. m. the ram was discovered coming slowly around the point, when I made signal to the schooners to get under way immediately, slipping the cable of this steamer at the same time to give them assistance should they require it.

The schooner Sidney C. Jones, Acting Master Jack, (which had been ashore since a few days after the fleet passed the batteries, and by the receding river left with but a few feet of water under her,) was lying in a defenceless position, rendering it proper that immediate preparations should be made to destroy her should the ram continue on her course down the river. I was about making signal to Acting Master Jack to be ready to blow her up, when he made signal, "Shall I destroy?" At this time the ram was observed going alongside of the bank at Vicksburg, and the necessity for immediate action having ceased, I answered the signal by directing him to "get ready."

After the schooners had successfully dropped down some distance below the Brooklyn, under the cover of whose guns they could alone be protected, I steamed up the river for the purpose of giving specific directions to Acting Master Jack, and to reconnoitre the ram. Upon the way I met General Williams and staff, riding along the bank, and, hailing him, requested to know if he intended embarking his command. Being answered in the negative, I requested him to allow one of his artillery officers to go on board the stranded schooner, and make such a distribution of her powder as to insure her mortar being blown into deep water, (a distance of only a few feet,) should it become necessary to fire her. The request was cheerfully complied with, and, passing, I soon reached, and hailing the schooner at a distance of not more than twenty-five yards—easy conversing distance—directed Acting Master Jack to make preparations to blow her up, and that an artillery officer would come on board to instruct him in relation to the manner the powder should be placed to insure the mortar being blown into deep water; but that he *must not blow her up* until he received orders from me, or the ram was *actually coming down upon him.*

These instructions were clearly understood by him at the time, and, feeling assured they would be strictly complied with, I proceeded a short distance further up the river to examine the condition of the ram. Satisfying myself that she was seriously injured by her conflict with the fleet, I fired two rifle shots at her, and ran down the river to communicate with Captain Bell and inform him of the result of my observations, and upon communicating with him, received an order from Flag-Officer Farragut, directing me to bring the mortars to bear upon the batteries *immediately,* as he was coming down with the fleet to attack them and endeavor to destroy the ram.

All the steamers of the flotilla, with the exception of the Westfield, being absent, towing the twelve schooners accompanying Captain Porter down the river, I applied to Captain Bell to order the United States steamer Kensington

to assist me in getting the mortar schooners into position, and, in reply, was informed that the army transport Laurel Hill would tow up two of them.

This was all the assistance I required to promptly execute the order I had received; and to carry it out, I despatched Lieutenant Commanding K. R. Breese, in his boat, to superintend the placing of the schooners, and at the same time to look after the S. C. Jones, and be ready to give proper directions should the ram unexpectedly move. He had, however, scarcely left to perform this duty when, to my surprise and great regret, the S. C. Jones was blown up, without any movement of the ram occurring to justify it.

Three schooners were then taken in tow by this steamer and placed in position on the west side of the river, a little below where they were stationed during the previous bombardment, the batteries on the Vicksburg side opening fire briskly at the same time.

The Laurel Hill not having started with her tow, I was obliged to return down the river to ascertain the cause of the delay, and was informed by her captain that he "had parted his hawser, and, consequently, could not tow." In fifteen minutes afterwards we were under way, with the two remaining schooners, and at 3.30 p. m. I had the satisfaction of seeing all the mortars in position.

The first three schooners—the John Griffith, Acting Master Henry Brown commanding; the Henry Janes, Acting Master James W. Pennington commanding; and the Oliver H. Lee, Acting Master Washington Godfrey commanding—had already, at 1.30 p. m., opened fire from their mortars, and at the time we arrived with the Orvetta, Acting Master F. E. Blanchard commanding, and the Sarah Bruen, Acting Master A. Christian commanding, were also firing with their broadside guns, assisted by a field battery of General Williams's command, at a large body of riflemen on the opposite shore who were annoying them by their fire, which immediately ceased upon our casting off our tow and throwing some 8-inch grape among them. The estimated distance of the schooner *furthest up* the river from the batteries was 3,700 yards, and of the one furthest down, 4,000 yards.

The mortars being in position and firing with effect upon the batteries, I remained under way in their vicinity to render them all the assistance my frail steamer could afford, should they require it, until hailed by the Brooklyn, at 7.15 p. m., informing me that the fleet was getting under way, when I made signal to the mortars to fire rapidly, and ran over to the eastern shore of the river, and took up the same position I occupied during the bombardment on the morning of the 28th of June, enfilading the water battery in front of the brick hospital, and remained there until the fleet had passed the batteries, and all firing, except from the mortars, had ceased. The signal to "cease firing and retire" was then made to the schooners, at 8.30 p. m.

The firing from the mortars was rapid and accurate, the shells frequently falling apparently within the batteries, and causing for a time a less regular fire from them, which, from some unknown cause, was far less vigorous from the lower batteries than on the occasion of the previous bombardment.

To the report of Lieutenant Commanding Breese, commanding the 2d division of mortar schooners, I have the honor to refer you for particulars of the mortar practice and conduct of their officers and men. The services of this officer, I am aware, have already been brought to your notice by the very able and gallant commander of the flotilla, Captain Porter; and I have only to add the expression of my very high appreciation of his official ability and gallantry, and my thanks for his zealous assistance during this anxious day—anxious from the fact that from the hour of half-past one until nearly eight in the evening the mortar schooners were lying in position, comparatively unprotected, within two and a half miles of this ram, which had successfully run the blockade of

our fleets, not knowing at what moment her repairs might be completed and she again ready for action.

The Westfield was struck twice during this bombardment, without materially injuring her; once by a rifle shot on her connecting rod, which was probably saved by the engine being in motion, and once by the fragments of a shell.

Since the Westfield has been in commission she has been engaged in three regular bombardments, and at other times frequently under the fire of the enemy's batteries, performing the duties assigned her in connexion with the mortar flotilla; and it is a duty I embrace with pleasure, in thus making my first official report to the department, to express my appreciatian of the conduct of her officers and men.

The executive officer, Acting Master C. W. Zimmerman, though but a youth of nineteen years, has proved himself, by his professional knowledge and fine bearing under fire, worthy of receiving a lieutenant's commission. I can also with confidence recommend Acting Master L. D. Smalley for a permanent position in the navy, should the department contemplate retaining any of the volunteer appointments. He has performed the duties of master since leaving the United States, and in that capacity directed, under my supervision, the steering of the ship, whenever she has been under fire, with coolness and judgment.

Acting Masters Vassallo, Trullio, and Warren have been attentive to their duties, and courageously fought the guns at which they were stationed, while the supply of powder and projectiles from the powder division was evidence that Acting Master's Mates Arnett and Harvey were equally worthy of praise.

The engineer in charge, Mr. William R. Greene, with his assistants, Messrs. George S. Baker and Charles Smith, have been untiring in their exertions to keep the engine in repair, and have exercised so much judgment and care that since leaving the United States there has never been a day that the machinery has not been in perfect working order.

Acting Assistant Surgeon E. H. Allis and Acting Assistant Paymaster C. C. Walden are also worthy of commendation; the former for kind and unremitting attention to the sick, and the latter for faithful attention to duty, and for volunteering to take charge of our 9-inch gun during the last bombardment, (two of the acting masters being ill with the fever,) and fighting it with courage and ability.

Mr. Dudley S. Griffith, captain's clerk, has been of great service to me in carrying my orders in time of action. He is a youth of much intelligence and cool courage.

Respectfully, your obedient servant,

W. B. RENSHAW,
Comd'g Division of Mortar Flotilla, operating with the Western Gulf Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES BARKANTINE HORACE BEALS,
Below Vicksburg, Mississippi, July 18, 1862.

SIR: I have the honor to submit the following report of the part taken in the bombardment of Vicksburg by the mortar vessels, second division mortar flotilla, on the 15th July.

The position of the six vessels at this time was just out of gunshot of the enemy, on the right bank of the river, and about a mile above the Brooklyn, with the exception of the mortar schooner S. C. Jones, lying aground about a mile above us and on the same side.

Firing had been heard some time up the river, when an officer came to the river bank and stated that the rebel ram Arkansas was attempting to run through the fleet, and that she would probably succeed. Word was immediately passed to the division to heave short, and your signal to prepare to get under way was soon followed by the signal to get under way, the ram having hove in sight, and appearing to be standing for us.

The division slowly dropped by the tide about a mile and a half from former position, hauling close in to the bank. Here all preparations were made to do our best with the ram should she come down. About 10 a. m. you ordered the division to be ready to be taken up into position, and that I had better go ahead and select the place for them, which I did, at the same time to see what could be done with the S. C. Jones. On leaving your vessel the Jones was discovered to be on fire, and shortly after blew up.

About 1.30 p. m. the John Griffiths, Orvetta, and Henry Janes reached their position, towed by your vessel, and at 1.40 they opened fire on the enemy's batteries. The Sarah Bruen and O. H. Lee were to have been towed by the Laurel Hill, but they were abandoned after a single attempt, and only got into position by your vessel. As you are aware that the enemy's shot flew quite thickly about the vessels while being placed in position, it will not be necessary for me to say anything further, except that at different times we were opened upon from the rifled gun of the enemy, and also from sharpshooters placed in the woods on the opposite bank.

The broadside guns, throwing 10-second shell, responded to this latter; but I think their being silenced before mischief was done is owing to the splendid shooting of Captain Hine's battery, placed in battery abreast and partly astern of the division. This battery most effectually silenced the enemy's fire.

The firing from the mortars was continuous from the time of taking up position to that of the order to drop down the river, with the exception of about an hour during a rain squall. The firing was once in about seven to ten minutes from each vessel until we heard the guns from our fleet coming down, when fire was opened as rapidly as possible, and kept up until all the fleet had passed us, when you made signal to retire.

During this time the John Griffiths threw 62 shells, the Orvetta 30 shells, the Henry Janes 60 shells, O. H. Lee 49 shells, and Sarah Bruen 32 shells. The John Griffiths fired, just prior to and on the passage of the fleet by the forts, upon the lower water batteries; the other vessels altogether upon the hill batteries.

After the enemy's lower battery was silenced by Captain Hine's battery of light artillery not a missile was sent in our direction. The general direction and bursting of shell was very good, but after having so often witnessed the effect of nineteen and twenty mortars, it almost appeared useless to use so few, and I am convinced that a less number are hardly efficient for such purposes.

The vessels, mortars, and their appurtenances, stood the shock with about the usual amount of damage.

Respectfully, your obedient servant,

K. R. BREESE,
Lieutenant, Commanding Second Division Mortar Flotilla.

Commander WILLIAM B. RENSHAW,
Commanding Gulf Division Mortar Flotilla.

Rear Admiral Farragut reports the possession by the Union forces of Galveston, Corpus Christi, and Sabine City, and the adjacent waters; also the death of Lieutenant Swasey, capture and release of Lieutenant Kittredge, and capture of several prizes and many cattle.

FLAG-SHIP HARTFORD,
Pensacola Bay, October 15, 1862.

SIR: I am happy to inform you that Galveston, Corpus Christi, and Sabine City, and the adjacent waters, are now in our possession.

A short time since I sent down the coast of Texas acting volunteer Lieutenant J. W. Kittredge, with the bark Arthur, the little steamer Sachem, and a launch, with which force he said he could take Corpus Christi and the waters adjacent, from whence we heard of so many small craft running to Havana. He succeeded very well; took the places, made several captures, and compelled the enemy to burn several of their vessels; but, on one occasion, venturing on shore with his small boat, he was surrounded and taken prisoner, and carried to Houston, where they paroled him on condition that he should go north, and not serve until regularly exchanged. He returned here in the Arthur, and I shall send him north in the Rhode Island. I next sent the Kensington, Acting Master F. Crocker, commanding, with the Rachel Seaman and a launch, with a howitzer, to Sabine Pass. He, too, succeeded well. He found at the bar one of the mortar schooners—the Henry Janes, Acting Master Lewis Pennington, commanding—whom he invited to take part with him, which he did, and, according to Acting Master Crocker's report, performed his duty with great credit, as will be seen by the report herewith enclosed. They took the fort, and are still going ahead finely, having taken several prizes, one of which arrived here yesterday with despatches.

I next sent Commander W. B. Renshaw, with the gunboats Owasco, Harriet Lane, Clifton, and Westfield, to take Galveston, which he did in the shortest time, and without the loss of a man. It appears that the first shot from the Owasco exploded directly over the heads of the men at and around the *big gun*, (their main reliance,) and the enemy left. A flag of truce was hoisted, and the preliminaries arranged for a surrender, which took place on the 9th instant. The reports will give you all the particulars.

All we want, as I have told the department in my last despatches, is a few soldiers to hold the places, and we will soon have the whole coast. It is a much better mode and a more effectual blockade to have the vessels inside instead of outside. I need vessels of light draught for the small ports and inland lakes and waters, and a few heavy vessels (the largest not to exceed seventeen feet draught) for outside work.

I herewith enclose the reports of Commander W. B. Renshaw, Acting Master W. O. Lunt, of the Arthur, and of Acting Master Crocker. Corpus Christi and the adjacent waters are all still held by the Sachem and other small vessels.

I regret that the next exploit of our small vessels was not so bloodless as the preceding ones. I enclose you the report of Lieutenant Commander Ransom, by which you will perceive that they captured fifteen hundred head of cattle *en route* for the enemy, and succeeded, by great perseverance, in getting them down to New Orleans. In the attack on our transports, however, coming down the river, Lieutenant Charles Swasey and one or two seamen were killed.

Lieutenant Swasey was the executive officer of the Varuna when she was sunk in passing the forts on the Mississippi, and was afterwards transferred to the Sciota, where he lost his life. He was a young man of modest merit, and would, no doubt, have continued to *live* as he *died*—in the faithful discharge of his duties. I knew him but slightly, but feel assured that he deserved all that

his commander has said of him, and deeply deplore his death, although he died at the post of honor.

I have the honor to be, very respectfully, your obedient servant,

D. G. FARRAGUT,
Rear Admiral, Commanding Western Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES YACHT CERYPHEUS,
Off Corpus Christi, Texas, Tuesday, August 12, 1862.

SIR: I would respectfully report that at 12 m. this day removed the obstructions in Corpus Christi "dug-out." One of the rebel's armed vessels appearing in sight, got the yacht Cerypheus under way and ran through the cut, and gave chase. After rounding McGloin's Bluff gained sufficient upon her to get within range; opened fire upon her with the Parrott gun, when she stood for, and ran upon, the beach, and was fired and deserted by those on board. Boarded her, put the fire out, and hove her off. She proved to be the armed schooner Breaker, formerly a pilot-boat at Pass Cavallo. The armed schooner Elmer was fired and abandoned at the same time. Ran across the bay to Corpus Christi, when the sloop Hannah was also run ashore and fired upon our approach. The balance of the fleet came up at night.

Wednesday, August 13.—At 9 a. m. landed under white flag, and met Major Hobbie, in command of the confederate forces, and officers of his command, and Judge Gilpin, chief justice of the county. Demanded the evacuation of the place by the military, but consented to the inhabitants remaining, promising to respect their private property, but told them they must remove their women and children if they intended to make a stand. They asked for forty-eight hours for this purpose, which was granted.

Thursday and Friday, August 14 *and* 15.—Nothing occurred worth notice.

Saturday, August 16.—At early dawn the rebels fired upon us from behind the levee, where they had planted a battery. Their fire was immediately returned from gunboat Sachem and yacht Cerypheus with spirit. A shot passed through the mainsail (as it was furled) of the Cerypheus; another passed through the Sachem's side, a splinter injuring Master's Mate Granger; several other shots striking rigging of both vessels, one hulling the Cerypheus and passing through her magazine. It being quite calm, could not get into position with the schooner Reindeer and sloop Belle Italia, the two latter firing at long range. We succeeded in silencing their batteries, but upon our ceasing to fire (as there was nothing to fire at) they returned to their guns and again opened upon us. We silenced them several times during the day, driving them from their guns, they taking shelter behind the levee and in buildings sheltered by it. A desultory firing was thus kept up throughout the day; at night withdrew out of range.

Sunday, August 17.—Repaired mainsail. At 11½ p. m. the enemy set fire to the steamer A. B. She was aground in a narrow channel that leads to Nueces bay, near a point of land that runs down from Corpus Christi. I had made several efforts to haul her off without effect, so removed the steam-cap, throttle valve, and rolling shaft. She burned to the water's edge.

Confident of giving a good report of to-morrow's work, I remain, very respectfully, your obedient servant,

J. W. KITTREDGE,
Lieutenant, Commanding United States Bark Arthur.

Flag-Officer DAVID G. FARRAGUT,
Commanding Western Division, Gulf Squadron.

UNITED STATES YACHT CERYPHEUS,
Aransas Bay, Texas, August 20, 1862.

SIR: I have the honor to respectfully report that on Monday, August 18, 1862, off Corpus Christi, Texas, got under way and took position for attacking the enemy's battery. Landed the twelve-pounder howitzer with a party of thirty men, under command of Acting Master's Mate Alfred H. Reynolds, with a view of getting in position to rake the enemy's battery. Placed schooner Reindeer, Master's Mate William Barker in command, in position to support the shore party and pour shrapnell and canister from his 24-pounder howitzer into any force charging them.

Mr. Reynolds advanced to musket range, and opened upon the batteries with shell, the steam gunboat Sachem firing shell from her 32-pounders, and the yacht throwing shell with percussion plungers from her Parrott gun, both vessels delivering their fire with excellent effect. The Sachem advanced to within musket range.

At this time the enemy deployed to the right of our forces on land about 160 infantry, evidently with the intention of flanking them, but Mr. Barker, with the schooner Reindeer, stood in towards them, and opened fire upon them with shrapnell and canister, with such marked effect that, together with grape from the Sachem's 32's and the yacht's fire, their advance was checked, and they began to scatter. Up to this time Mr. Reynolds had maintained his ground boldly, firing his gun deliberately and with precision; but suddenly 250 to 300 cavalry charged down upon him, and for a moment their capture seemed imminent, but the yacht was immediately run down towards them, within short range, and the Sachem also, and the fire of both vessels directed at the cavalry. The schooner Reindeer poured canister into their ranks, and, after an advance of about four hundred yards from the battery, they wavered under the scathing storm of iron, and were repulsed with evidently considerable loss, many being seen to fall, and retreated to the shelter of the town.

I had omitted to state that the enemy's battery was silenced previous to their infantry and cavalry charge. Our land force was withdrawn (after their charge upon it and the repulse of the enemy) as they had expended all their ammunition. Our whole force was about one hundred efficient men, including officers. We had some eight or ten sick, who were put on board the captured schooner Breaker and anchored out of range. The enemy's force could not have been less than 250 infantry and artillery engaged, and 300 cavalry, and they had, doubtless, more troops in reserve.

Not possessing the means to hold the town against so large a force, and having observed that the cavalry emerged from the town and retreated to its shelter, I determined to shell them out of it, and threw from both the Sachem and yacht Cerypheus shell into such portions of the town as they seemed to occupy, driving them back to the plains. I then withdrew all the vessels and anchored for the night.

The casualties of this day's engagement, I am happy to say, are but one, John Allen, landsman, on schooner Reindeer, slightly wounded in the thigh by a musket ball.

The Sachem received four shots in hull and upper works, and several in rigging, smoke-stack, &c., having been the most prominent object of the enemy's fire. The yacht received two shots through her mainsail this day.

Considering that the enemy were behind a battery of earthwork, and completely sheltered, I consider we have escaped with trifling injury, and the moment we drew them from their cover they were made to bite the dust.

I cannot omit to mention the cool and determined manner in which Acting Master Amos Johnson, in command of the Sachem, fought his vessel while immediately under the enemy's fire, and the courage and zeal with which he

engaged the enemy. His conduct throughout was such as I can cheerfully recommend to your notice.

Mr. Barker's gallant support of the shore party, and his vigorous and rapid discharges of shrapnell and canister into the enemy's ranks, while exposed to a shower of musketry, mainly prevented the capture of the 12-pounder howitzer by an overwhelming force.

Mr. Bellows, master's mate of the Arthur, in charge of the Cerypheus, handled the vessel with judgment and promptness, frequently pointing and firing the gun with as much coolness as though he was practicing at a target. In short, both officers and men met my expectations and fought nobly.

I have expended the principal part of the ammunition and projectiles for the Parrott guns and for the thirty-twos, and shall require more before engaging in any active demonstrations.

The vessels (five in all) are now anchored in this bay, awaiting the steamer, and will remain here until the Arthur's return with coal and ammunition.

Hoping my efforts may meet with your approval, I remain, very respectfully, your obedient servant,

J. W. KITTREDGE,
Lieutenant, Commanding U. S. Bark Arthur.

Flag-Officer DAVID G. FARRAGUT,
Commanding Western Division Gulf Squadron.

UNITED STATES BARK ARTHUR,
Off Aransas, Texas, September 26, 1862.

SIR: I would respectfully report that, on Sunday morning, 14th instant, Lieutenant Commanding J. W. Kittredge and his gig's crew (seven men) were surprised and captured by the rebels at Flour Bluff, twelve miles from Corpus Christi. The yacht Cerypheus, schooner Breaker, and sloop Belle Italia left here for Corpus Christi, on the 11th instant, to communicate with Judge Davis's family, who are fifteen miles from the latter place. It being necessary to obtain permission from General Bee, at San Antonio, the interim was used by Lieutenant Kittredge in exploring the entrance to Laguna Madre. He was surprised by two companies of infantry, who had two pieces of artillery. The troops were shelled by the yacht and tenders, but their efforts were unavailing. The gig was also captured. They were taken to Corpus Christi, and the fleet returned the same day to Aransas bay. The next day Assistant Surgeon Root and Master's Mate Reynolds went, under flag of truce, with the yacht to Corpus Christi, and were allowed to go ashore and communicate with Lieutenant Kittredge. He was allowed to take what clothes, provisions, and money he wished. He was then staying with Major Hobbie, who commanded the forces there at the attack made on it by this fleet, August 16 and 18, but has been displaced by Major Grey. On the 16th Lieutenant Kittredge was to have been taken to San Antonio. Major Hobbie gives assurance that he shall be treated with all the deference and courtesy due his rank.

Mr. Reynolds reports a new battery there, and testifies to seeing six long 32-pounders, two Mexican 24-pounders, and six brass field-pieces. They have been increasing their forces lately, so that the idea of again attacking them with our present force would be impracticable. By the capture of Lieutenant Kittredge the service is deprived of a brave and good officer. His knowledge of the intricate inside navigation and of the topography of the country was invaluable. The following are the names of the crew captured with him: Frederick Williams, coxswain; George Clemett, Henry McLean, and James Stewart, seaman; John F. Reid and Daniel Kennedy, ordinary seamen, and Albert A. Butts, landsman.

The following arms were captured with the gig: seven Enfield rifled muskets and accoutrements; seven cutlasses, and seven boarding-pistols. We learned that Wilson, landsman, (whose capture on St. Joseph's island has been before reported,) was taken by twenty cavalry from Salina, and that he is now a prisoner at Matagorda. Under my command the Arthur was absent at Galveston, to land a lady passenger taken in the prize schooner Water Witch, from September 11 to 19.

I am, very respectfully, your obedient servant,

W. O. LANDT,
Acting Master, Comd'g United States Bark Arthur.

Rear Admiral D. G. FARRAGUT,
Commanding Gulf Squadron.

UNITED STATES STEAMER KENSINGTON,
Off Lake Calcasieu, Texas, October 2, 1862.

SIR: I have the honor to report the entire success of our expedition to Sabine Pass. The town is in our possession, and the battery (consisting of four guns, two of 8,000 pounds, and two smaller) entirely destroyed, without the loss of a single man on our side.

The steamer Kensington and schooner Rachel Seaman, under my command, arrived off Sabine Pass on the morning of the 23d of September, where the mortar schooner Henry Janes, Pennington, commander, was found at anchor. I proposed to him to join the expedition, which he did, and we attempted to pass the bar that night, but did not succeed. The next day was calm until nearly night, when, with a light breeze, the two schooners, having on board a strong party from the Kensington, attempted to cross the bar, in which, after the greatest exertions, the Rachel Seaman only succeeded.

The next day, with all the boats, the Henry Janes was kedged over, and both vessels immediately took up a position to attack. The battery opened on us with vigor, but the shells and rifle shots from our vessels overpowered their fire, and they ceased. That night I led a boat expedition up the pass to attack them in the rear; but before we got disentangled from the reefs, and got into position, the battery was evacuated. The next morning the schooners moved up to the battery and entirely destroyed it, while I received the surrender of the town. I cannot commend too highly the conduct of the officers and men under my command. They were all eager rivals for every post of danger or difficulty, and fully maintained the enviable reputation our navy has already established. I desire to make especial mention of Acting Master J. L. Pennington, commanding the mortar schooner Henry Janes, for to his perseverance and energy in getting his vessel over the bar, and his skill, courage, and coolness in fighting her, the expedition is mainly indebted for its complete and bloodless success; and I respectfully request that you confer on him the high honor of your commendation.

The next day, leaving the two schooners at anchor, I started with the Kensington for the river Mermantau, which is about fifty miles east of Sabine, where it was reported there was an unfinished battery and several steamers. That evening I led a strong boat expedition up that river. We found the battery deserted and destroyed, and that two of the steamers had run the blockade, loaded with sugar, only a week before. One still remained, but was up the river, and could not be reached in boats. The next day we anchored near the mouth of Lake Calcasieu and took a sloop. We also obtained information of a steamer and two schooners that lay up the lake, and afterwards saw the steamer moving. We immediately commenced to fit the launch with masts and sails, with which to go after her. The next day I returned to Sabine, where I found

that Captains Hooper and Pennington had executed my orders, by going up to Taylor's bayou and destroying a large railroad bridge, thus cutting off all communication with Sabine Pass, and rendering our position secure against a land attack. The next day I chased and captured the British schooner Velocity, from Sisal, Mexico, loaded with salt, cotton-bagging, and large quantities of rope. I sent her into anchor at Sabine. The next day, (yesterday,) having completed my launch, I started for Lake Calcasieu, and off this place captured the British schooner Adventure, also from Sisal, and loaded with the same cargo. I have taken the liberty of sending her to you with this communication, believing her not to be of sufficient value to send north, and in the hope that you will retain her at Pensacola for the short time necessary to make it safe to send her to Key West, before which I hope to be at Pensacola to report in person.

I shall to-day start up the lake for the steamer, and hope to take her. In which event I propose to arm her and go up the Mermantau river until I take the steamer *there*. Upon these two, if I get them safely to Sabine, I propose to place our Parrott guns and howitzers, and make a dash up the Sabine river, where there are several steamers and schooners and no batteries. If I am successful there, I shall return and go up the Nachez river, where there are still more steamers and vessels, and where, at the town of Beaumont, there is a large railroad bridge on the main line of Texas, which, destroyed, will stop all communication between eastern and western Texas. All this is defended by only two 24-pounders in battery, and those I hope to overpower with the Parrott's; in which event I shall take or destroy all above, and thus completely use up one of the most vicious and active of secession ports.

So soon as I take the steamers at this place and at Mermantau river, I propose to man them with such a part of the Kensington's crew as can be safely spared, and then send the Kensington to fulfil your orders relative to the Albatros and other vessels to the westward, under the command of my executive officer, who is a sober man, thorough seaman, and perfectly competent.

I have the honor to send herewith a Galveston paper, containing a notice of the capture of Captain Kittredge, which I hope is not true.

I am, sir, respectfully, your obedient servant,

FREDERICK CROCKER,
Acting Master Commanding.

Rear Admiral D. G. FARRAGUT,
Commanding Western Gulf Squadron.

UNITED STATES GUNBOAT SCIOTA,
Mississippi River, near Donaldsonville, October 4, 1862.

SIR: It becomes my sorrowful duty to report to you the death of First Lieutenant Charles H. Swasey, killed in the action with the rebel forces below Donaldsonville this day at 1.30 p. m.

This gunboat was the leading vessel, conveying a number of transports loaded with cattle, when a concealed battery of four pieces of artillery opened from the levee, accompanied by a sharp fire of musketry from a large body of men who lay in ambush behind the levee. The first shot fired by the rebels came through the bulwarks just abaft the pivot-gun, striking Lieutenant Swasey on the right hip and cutting off his right hand. He expired at 3 p. m.

This loss to the service and to the country of a gallant, zealous, and energetic young officer who promised so much in the future, we have reason to mourn; the

more so, as he fell in a cowardly attack of the rebels; but his death is no less one more offering of blood to the cause of the Union and of our country.

I have the honor to be, very respectfully, your obedient servant,

R. B. LOWRY,
Lieutenant Commander U. S. N., Commanding Sciota.

Rear Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Engagement with the Sciota below Donaldsonville, Louisiana, October 4, 1862.

UNITED STATES GUNBOAT SCIOTA,
New Orleans, La., October 4, 1862.

SIR: I have to report that this day, about 1.30 p. m., some two miles below Donaldsonville, a rebel force, consisting of some six pieces or more of flying artil lery, supported by a large body of infantry, probably as many as fifteen hundred, opened a severe and hot fire upon this vessel and a convoy of army transports loaded with cattle. So skilfully concealed was the battery and the ambush of the footmen, that it was not until this vessel was abreast of the enemy, and they had opened their fire, that they were discovered; and, though the crew were at quarters and the ship cleared for action, still, such was the speed of the vessel, that she had passed so far below the rebel battery as to render it impossible to train the guns abaft enough to bear on the enemy beyond some three rounds from all the battery, but, ordering the convoy to seek safety in flight, I put my helm hard astarboard and rounded to, the shifting pivots to port, when I opened an effective fire of grape, canister, and shell with such results as soon to silence nearly all the fire of the rebels. The Kineo, some distance astern, coming rapidly to my support, and with a rapid fire driving the enemy, who were above my line of fire, from their position to seek safety in a cowardly flight, after a concealed and assassin-like attack.

I regret to report that Lieutenant Charles H. Swasey, executive officer of this vessel, was mortally wounded while gallantly performing his duty, having just pointed and fired the 9-inch gun. A 12-pounder rifle-shot entered the bulwark, striking him on the hip and inflicting a terrible and mortal wound, of which he expired at 3 p. m.

This officer was characterized by all the elements which make up the hero—brave, imbued with patriotic ardor and professional ambition, chivalric as a gentleman, gentle, and with a heart full of Christian principles. His last words were: "Tell my mother I tried to be a good man." I respectfully request that his death, so heroic and noble, may be especially made known to the nation through the Navy Department.

John O'Hare, landsman, was wounded by a round shot in the right arm, rendering amputation necessary.

I consider it my duty to call attention to this action, as corroborating, to a great extent, the information that I had the honor to send to Commodore Henry W. Morris on the 9th September, to the effect that the enemy were daily gaining strength and audacity, so that in a short time the present force in this river will not be sufficient to hold it for the government. From additional information, I am again forced to represent that, from New Orleans to Vicksburg, on both sides of the river, all the residents are hostile to the United States, and in arms against us; that conscription is rapidly forming large bodies of men to resist us. The low state of the river places the open-decked gunboats some twenty feet, and at a great disadvantage, below the crest of the levee, which is a strong, safe, and ready-made breastwork for sharpshooters, leaving their

women in their residences, and relying upon their feebleness to protect them and their property from the righteous punishment which should await them for their treason. The male residents are all more or less in arms, and steadily gaining strength. The most energetic and severe measures are necessary to reduce these people to subjection and obedience to the laws of the United States.

I am, very respectfully, your obedient servant,

R. B. LOWRY,
Lieutenant Commanding, United States Navy.

Rear Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

UNITED STATES GUNBOAT KINEO,
Mississippi River, October 4, 1862.

SIR: I have to report that while steaming down the river, as convoy to six transport steamers with cattle, this afternoon—the Sciota ahead, the Kineo and Itasca following—at about 2.10 p. m. a sharp fire was opened upon us from the west bank, about two miles below Donaldsonville, with musketry and artillery. It was returned, promptly, from each gunboat—by the Kineo, with the 11-inch pivot Parrott rifle howitzer and 32-pounder—with such effect that the enemy were soon compelled to withdraw from the bank. We kept steadily on down the river, as I deemed it of great importance to insure a safe and very quick transportation of the cattle to a place where they might be released from confinement, lest many might be lost for want of food and water.

I will now return to endeavor to secure, with the aid of the Katahdin and Itasca, the remainder of the drove—about 200—which we were compelled by circumstances to leave behind.

Lieutenant Commander Lowry will explain to you in person more particularly, and doubtless more satisfactorily than I can in the hurry of the present moment, the condition of things and the circumstances under which we still hold about 200 head of cattle, nine miles above Donaldsonville.

I enclose herewith a report from Assistant Surgeon A. S. Oberly of killed and wounded on board this vessel in the action of to-day.

I have the honor to be, sir, very respectfully, your obedient servant,

GEO. M. RANSOM,
Lieutenant Commander.

Commodore HENRY W. MORRIS,
Senior Officer, present, New Orleans.

UNITED STATES GUNBOAT KINEO,
Mississippi River, October 4, 1862.

SIR: The following casualties occurred aboard this vessel at 2.15 o'clock this afternoon, from the fire of the enemy a few miles below Donaldsonville, while convoying transports down the river:

William Swain, ordinary seaman, killed; Latham A. Brown, acting master, wounded in the groin, slightly, by a spent ball.

Very respectfully,

A. S. OBERLY,
Assistant Surgeon United States Navy.

Lieutenant Commander GEO. M. RANSOM,
Commanding United States Gunboat Kineo.

UNITED STATES SCHOONER RACHEL SEAMAN,
Sabine Pass, Texas October 5, 1862.

SIR: In the temporary absence of Captain Crocker, of the steamer Kensington, commanding the expedition, I have the honor of submitting to you the following report of the occupation of this place by the forces detailed by you for that purpose, viz: The Rachel Seaman left Pensacola in tow of the Kensington, Friday, the 19th ultimo, and arrived off the bar of this place, Monday, the 22d ultimo, anchoring within five miles of the fort; wind light from the north, channel trending northwest.

Tuesday, 23d, Captain Crocker, with Assistant Surgeon Cobb, Assistant Paymaster Tarbell, Acting Masters Taylor and Hammond, with Master's Mate Finney, came on board, while the Kensington's launch and first cutter, each with a howitzer and otherwise armed and equipped, were alongside. All this day we were engaged in towing and kedging over the bar. At 6 p. m. came to anchor two and a half miles from the fort, and sent assistance to the mortar schooner Henry Janes, which had previously arrived. During the night a boat in charge of Mr. Sommers, master's mate, rowed guard, going in above the fort.

Wednesday, September 24.—At 9 a. m. we opened fire upon the fort from our 20-pound rifle and two broadside 32's of fifty-seven hundred weight. We fired eleven times from our position of two and a half miles distance. The Henry Janes fired three shell from her mortar, at a distance of three miles; our shell all fell within or beyond the fort. The enemy promptly replied, most of their shot falling short of us. Finding this to be too long a range for good execution, ceased firing, and both vessels proceeded to kedge nearer the fort. At 5 p. m. we had succeeded in obtaining a position one and one-half mile from the fort, both vessels in a line. While getting this position, the fort had continued a brisk fire upon us, the shot all falling near us. Notwithstanding that we were for some time unable to return the fire, our officers and men all remained perfectly cool. At 5.30 p. m. both vessels opened fire, making splendid shots; at 6.15 ceased firing for the night. It was then determined to attempt the capture of the fort with our boats; and at 11.30 p. m. the launch, in charge of Acting Master Hammond, with Captain Crocker in command; the first cutter in charge of Edwin Janverin, master's mate of this vessel, each boat with a howitzer, and a boat with five men, in charge of Mr. Sommers, as a spiking party, started in shore. The boat succeeded in getting above the fort, but got aground among the oyster reefs, in which the bay abounds, and were unable to get into the channel which would lead to the rear of the fort. After rowing until near daylight the attempt was given up.

Thursday, September 25.—At daylight we opened fire with our Parrott rifle. We fired three shell directly into the fort; this bringing no response, and seeing no one about the fort and no flag flying, we ceased firing, and Captain Crocker went in, under a flag of truce, and found the fort evacuated, and the guns spiked. The guns consisted of two 32's of 7,000 pounds each, and two 32's of forty-two hundred weight. Captain Crocker then started for the town, but was met by a deputation of three citizens, who said that the mayor had died two days previous, and that nearly all the citizens had left on account of the yellow fever, which had been raging badly, but was then abating. After giving and receiving the necessary assurances of good conduct, &c., Captain Crocker returned on board, deeming it not prudent to allow any one to land. In the meantime, the schooners had got under way and stood in, the Rachel Seaman anchoring abreast of the fort, and the Henry Janes five hundred yards below. In the course of the day I sent in a boat and burnt the barrack buildings and gun-carriages.

Friday, September 26.—Captain Crocker, with his officers and men, returned

to the Kensington, and got under way for Mermantau river, fifty miles to the eastward, where some steamers were reported to be hidden.

Saturday, September 27th.—At 10 p. m. two boats from the Henry Janes, with one boat from this vessel, pulled up river about fifteen miles, burnt a railroad bridge, and intercepted a mail.

Monday, September 29.—The Kensington returned unsuccessful.

Tuesday, September 30.—The Kensington overhauled and brought in a small schooner from Sisal, Mexico, bound to New Orleans, with leather, bagging, and salt, under English papers; she was standing in, however, for this port. Her captain and crew of seven men were transferred to the Kensington.

Thursday, October 2.—Three of our boats, with two from the Henry Janes, went up river about five miles and brought down the families of Messrs. Kirkpatrick and Davis, who claimed our protection; they were placed on board of the prize schooner Velocity. After taking the families the depot was burned. The Kensington again absent on an expedition.

Monday, October 6.—Early this morning descried a schooner standing in; sent a boat, in charge of Mr. Janverin, to board her. She proved to be the schooner Dart, from Sisal, bound to New Orleans, with a cargo of salt, rope, and leather; she was brought in and anchored near us. The captain, who is a resident of this place, with the crew, was brought on board of this vessel. The Dart was under English papers, and will be retained until the return of Captain Crocker.

Very respectfully, your obedient servant,

QUINCY A. HOOPER,
Acting Master U. S. N., Com'ding U. S. Schooner Rachel Seaman.

Rear Admiral DAVID G. FARRAGUT,
Commanding Western Gulf Squadron.

UNITED STATES STEAMER WESTFIELD,
Off Galveston, Texas, October 5, 1862.

ADMIRAL: The steamers Westfield, Harriet Lane, Commander Wainwright; Owasco, Commander Guest; Clifton, Lieutenant Commanding Law, and the schooner Henry Janes, Acting Master Pennington, of the mortar flotilla, under my command, yesterday captured, after a feeble resistance, the defences of the harbor and city of Galveston.

The guns of a formidable-looking battery on Pelican island, from which we anticipated a heavy fire, proving to be "quakers," and the bursting of an 11-inch shell from the Owasco over their heavy 10-inch columbiad mounted on Fort Point, causing a panic in the fort, will account for the ease with which this important capture has been made.

Respectfully, your obedient servant,

W. B. RENSHAW,
Commanding Mortar Flotilla.

Rear Admiral D. G. FARRAGUT,
Commanding W. G. Blockading Squadron, Pensacola.

UNITED STATES SCHOONER HENRY JANES,
Sabine Pass, September 29, 1862.

SIR: On the 18th ultimo, in obedience to your orders, I got under way and proceeded direct to Sabine bar, anchoring off the bar Sunday morning, 21st. When within about six miles of the bar I discovered a steamer which had every

appearance of being an enemy. I at once called the crew to quarters, and made every preparation for action. Upon nearing her, I discovered that she was a double-engine high-pressure steamer. The wind being high, and from the north, it was impossible for me to get within gunshot of her, and having been informed by you that several vessels had run the blockade at this place, and that a number of vessels were daily expected, I at once prepared a secession flag with the intention of decoying her out over the bar. As soon as she discovered the flag she got up steam, hoisted the rebel flag, and made for us. She came steadily on her course until within about two and a half miles; when I had to change my course to prevent my running ashore on the bar, which brought my vessel in such a position as to show my quarter boats, when she turned immediately and steamed under the battery. The wind now fell so that my vessel was unmanageable, and I was forced to anchor to prevent drifting ashore. I could plainly distinguish a large number of men upon the decks of the steamer, and, not knowing but that she might be armed, I made every preparation to repel an attack, in case she should attempt to board us during the night. September 22, at 8 a., m. the rebels hoisted their flag over the battery. The steamer at this time being tied up to the bank in front of the battery. At 9 a. m. I saw two vessels in the offing making for us. They proved to be the United States steamer Kensington, Acting Master Crocker, commanding, and the United States schooner Rachel Seaman, Acting Master Hooper, commanding. The steamer Kensington came to anchor within a few hundred yards of my vessel, Captain Crocker came on board and informed me that he had come here with orders from Admiral Farragut to blockade this port, and, if practicable, to capture the battery, which is situated on the left bank, three miles from the middle of the bar, and northwest three-quarters of a mile from the light-house. Captain Crocker asked me if I would join him and Captain Hooper in the attack upon the battery, which I considered upon before giving an answer, as my orders from you were to proceed direct to this bar, and there await your arrival in the steamer. My being well acquainted with the bar, and feeling confident that we would be successful in the capture of the battery, I assented to co-operate with them. The steamer Kensington being of heavy draught, she was unable to cross the bar; so the plan agreed upon was to take the launches, armed with howitzers, with as many officers and seamen as could safely be spared, and cross the bar with the two schooners, and make the attack. There being but eight feet of water on the bar, and my vessel drawing eight feet seven inches, we were forced to wait for a strong breeze to drive her through the mud. September 23, at 4 p. m., the wind shifted to the southeast and breezed up. Captain Crocker, with part of his officers and crew, went on board the Rachel Seaman and got under way, followed closely by my vessel until one-third the way of the bar, when, my vessel, drawing seventeen inches more water than the Seaman, brought up, while the Seaman passed over and anchored just inside the bar, out of range of the battery. Captain Crocker immediately sent me five boats, well manned, to assist me in running anchors and heaving over the bar. After working seven hours, the tide fell so that she did not move; so we ceased for the night, and Captain Crocker's men returned to the Rachel Seaman. September 24, when daylight appeared, I could distinguish a large number of men standing upon the battery. My vessel being now about three miles from the battery, I concluded I would give them a shell to see them "skedaddle." I called the crew to quarters and opened fire with the mortar on the battery. The shell fell about twenty feet from the centre of the battery and covered one man nearly up with mud, which I have been told by a man who was in the battery. I fired three shell and then ceased. The Rachel Seaman opened fire soon after with her twenty-pounder Parrott, but could not reach the battery. The battery returned the compliment, but could not reach the Seaman. At 11 a. m. the tide commenced raising, and Captain Crocker sent me a strong force to assist me in getting over,

which we accomplished after five hours' hard labor. The wind now being fair, I made sail, and took position 2,700 yards from the battery, and cleared away for action. At 5 p. m., the enemy discovering that I was training the mortar round on the battery, they opened fire on my vessel from four guns, thinking, as I have been since informed, that they could sink me before I could fire the mortar. But they were sadly disappointed, as the fourth shot was made by the mortar, the shell bursting directly over the battery and driving the rebels from their guns. I opened fire also with my 32-pounders, but soon discovered that they could not reach; so I worked the mortar alone. Soon as the shell would alight and explode, they would jump to their guns and give me four in return. But, fortunately, two of their guns would not reach, while the other two fell close around me, sometimes going over one hundred yards. I fired the mortar as rapidly as possible, bursting the shell over the battery. The Rachel Seaman commenced getting under way as soon as I opened fire on the battery, and came up within fifty yards of my vessel, and moored broadside on; and, at 6 p. m. commenced firing with her 20-pounder Parrott and 32-pounder; firing two shots from the former, and three from the latter; all, apparently, falling short of the battery. The enemy directing their fire entirely at my vessel. By this time I had obtained the exact range, the shell falling and exploding around the battery with great effect. At 6.40 p. m. we silenced the enemy's guns. I continued the fire from the mortar till 7 p. m., and, finding that the enemy did not reply, I ceased firing. On the morning of September 25 I early discovered that the battery was evacuated. I immediately reported the fact to Captain Crocker, who at once proceeded to the fort and raised the stars and stripes. I forgot to mention that, on the night of the 24th, Captain Crocker fitted out three boats armed with howitzers, with the intention of capturing a steamboat lying above the fort. But, being delayed in trying to make their way through the reefs, they had to return without accomplishing their object. My next step was to visit the battery, whose armament I found to consist of two 42-pounders, and two 24-pounders. The guns were all spiked, with the exception of one 24-pounder. Their shot and shell they had thrown into the river, many lying at the water's edge. One thousand pounds of powder in cartridges were found in the barracks, which I took possession of. On the following day I visited the town of Sabine, and found about forty of the inhabitants remaining, the rest having fled to the country by the way of the cars and two steamboats. On the morning after the bombardment I was informed that the yellow fever was in the town, and that it had been very severe, resulting in the death of one-half of the population. My being well acquainted with the remaining citizens, they conversed freely with me. The fort was garrisoned by 70 men, under the command of Captain Keith, a resident of Sabine. There had been, previous to the bombardment, 300 infantry and 100 cavalry at this point; but on account of the severity of the yellow fever, they had been removed to Beaumont, 35 miles from this place. I also ascertained that the fort had been re-enforced on the night of the evacuation by 120 troops under command of Colonel Spaights; but, being informed by Captain Keith that it was impossible to withstand the bombardment, they returned on the cars the following morning. On the morning of the 26th I picked up a boat with three men in it, from whom I learned that the enemy expected a re-enforcement of 3,000 infantry and cavalry; and, knowing that their transportation would be cut off by the destruction of a railroad bridge, 12 miles from this point, crossing Bayou Taylor, which empties into Lake Sabine, I determined, if possible, to destroy the bridge. On the 27th I proposed to Captain Hooper that I would take command of an expedition that night if he would give me the aid of one of his boats; to which he consented. I at once provided the boats with every thing required for the occasion. At 9 p. m. I left the vessel with the following boats: first cutter with a crew of 17 men; second cutter, 8 men, in charge of Master's Mate N. Predmore; and the second cutter of the Rachel

Seaman, with a crew of 8 men, in charge of Master's Mate John Somers. With muffled oars I quietly passed the town. At 11 p. m. we passed a battery of 2 guns, located at a bridge crossing Mud bayou. There not being water enough to enter this bayou, we continued on our course across the lake, arriving at Taylor's bayou at 1 a. m. We carefully entered the bayou and landed at the bridge. I immediately directed Mr. Predmore, with 15 men, to surround a house near by, and Mr. Somers to board two small vessels lying a short distance up the bayou, while I applied the torch to the bridge. Mr. Predmore succeeded in capturing three prisoners and the rebel mail for this town containing Galveston and Houston papers of the 24th instant; also a number of letters—all of which I forwarded to you. The vessels proved to be worthless. After seeing the bridge destroyed we returned to our vessel, arriving there at 6 a. m. The conduct of the officers and men, while on this expedition, is worthy of all praise.

Very respectfully, your obedient servant,

LEWIS W. PENNINGTON,
Acting Master Commanding.

Commander WM. B. RENSHAW,
Commanding Mortar Flotilla.

UNITED STATES STEAMER WESTFIELD,
Off Galveston, Texas, October 8, 1862.

ADMIRAL: I had intended sending the Harriet Lane with the news of the capture of Sabine Pass and this city on the 5th instant, but the wind setting in strong from the southward and eastward threw such a swell in upon the bar that, for the past three days, she has been detained. This delay has determined me to await the termination of the truce, and until I get *possession* of the city, which will be on Thursday morning—unattended, I hope, by any of the disagreeable contingencies that have so much embarrassed me; a brief account of which I will endeavor to give, trusting to Captain Guest, whom I will send in the Owasco with my despatches, to enlighten you upon any points that may seem obscure.

At six o'clock on Saturday morning the Harriet Lane was sent over the bar with a flag of truce, to communicate with the military authorities and demand the surrender of the forts, giving them an hour to decide. After standing in some distance, a shot was fired to bring her to, and she immediately anchored to wait for a boat from the shore, which being a long time in making its appearance, Captain Wainwright despatched his executive officer to ascertain the cause of the delay, and explain the object of his visit. After some trouble, he was permitted to land and inform the commanding officer, Colonel Cook, that Captain Wainwright had a message to deliver to the authorities from the commanding officer of the naval force in the offing. Colonel Cook promised to send a proper officer to receive it, and the interview ended.

Captain Wainwright waited, in his opinion, sufficiently long for this officer to arrive, and seeing nothing but a sail-boat coming very leisurely, without a confederate but *with* a white flag flying, conceived that if the boat in sight did contain the messenger, he was not progressing with the rapidity the gravity of the occasion required, and determined not to remain any longer for him, but to get under way and proceed outside the bar. After anchoring, he reported to me that he thought the rebel authorities were unnecessarily long in getting off their boat, and that their management of her indicated a desire to procrastinate.

I regretted Captain Wainwright's having sent a boat from his ship, and also, as he had sent one, that he did not await the arrival of the officer coming to receive his message. However, as the boat with the white flag flying was still

beating out, and wishing, if possible, to make the attack that day, to save time I got under way with the whole force with a view of meeting the boat. Her progress, however, was so slow that the desire was frustrated by the fort's opening fire before she reached us, which, of course, was returned, and so vigorously that but a few moments elapsed before the whole garrison had deserted their guns, and ran as if seized with a panic. The boat had by this time put back, *with her flag still flying*, which, as it had been despatched by our invitation, I thought we should still receive, and with that view I made the signal "cease firing," although, had it been continued, doubtless many of the retreating enemy might have been killed.

I confess, sir, that their persistently keeping the white flag flying from this boat (but about half a mile ahead of me) embarrassed me; and this was increased upon our coming within easy range (of our guns) of the city. I was met by some half dozen discharges from two short 24-pounders (which could not reach us within fifty yards) immediately in its front. Here was a dilemma. A white flag, sent by my own request, was within half a mile of me; to have silenced this insignificant battery would have necessitated firing through the most thickly populated part of the town, where all the *consular* flags were flying, and with the almost certainty of killing some woman, child, or alien, which catastrophe all these consuls would make a handle of to try and impress their governments with the idea that we were carrying on this war like barbarians, and possibly cause some embarrassment to our government. True, it may be said, in a strictly military point of view, their having first fired upon me from the *town* gave an undoubted right to return that fire, (and I have not a doubt that I disappointed the rebels very much by not having done so, their object being to provoke such a result;) but, on the other hand, let it be taken into consideration the many motives that governed me in taking the course I did, not the least of which was that no advantage would be gained by destroying the city at that time, when I knew that, should negotiations for its safety fail, I would be in no worse position than I then occupied, while, by granting a truce of four days, I would deprive the foreign consuls of all cause of complaint and stop the mouths of humanitarians.

With these views of the case, which had to be promptly taken, I hoisted a flag of truce and anchored. Their boat turned round on perceiving it, and came alongside, containing a major and captain of the confederate army, who informed me that they had been sent by Colonel Cook, the commanding officer on shore, in compliance with my request, to receive any message I might have to deliver. I told them I demanded the unconditional surrender of the city, hoping, by so doing, the military would quickly evacuate and leave the civil authorities to settle the terms, the possibility of their making any defence seeming to me so ridiculous that it did not enter into my calculation to take a different view of the matter. The result proved that my reasoning was erroneous, for, in a short time, three officers returned with a message from Colonel Cook, positively refusing to accede to my terms, adding that upon me rested the responsibility of destroying the town and endangering the lives of women, children, and aliens. I at once saw that my first impressions of their wish to provoke an assault to embroil us with the foreign consuls were correct; still, for a time, I was disposed to take the consequences and make the attack immediately. Captain Guest, who, as well as Captains Wainwright and Law, was with me, made some petulant remarks to the same effect, at the same time getting up, proposed to get under way and tow the mortar schooner into position, to which I assented. Here let me state that, in my first interview with these gentlemen after I had made known my terms, they informed me that the yellow fever prevailed on shore, which information strongly influenced my desire to moderate my first demands, that I might have the option, at the end of a truce, to take possession of the city, or the reverse, should the report of fever existing be confirmed.

After further conversation, on my part endeavoring to prove that the *onus* of firing into the city would rest with them and not with *me*, and they using arguments to confute my position, the major remarked that if I would suspend hostilities until he could again see his commanding officer, that he (the major) would take it upon himself to do so on their part; at the same time requesting to know how long a time I would give them to get the women, children, and aliens out of the place. I replied by telling him that, before I could think of specifying any time for a truce existing, there must be an explicit understanding that they were not to increase the defences of the city, and that everything was to remain as it was at that time. He replied, "Certainly, *that* was nothing more than I had a right to demand," and again asked how many days I would give them. Several periods of time were proposed and discussed, until we fixed upon four days as the time the truce should continue—the same that Captain Eagle had granted them on the occasion of his threatened bombardment. With these preliminaries he departed, and shortly returned with the unqualified approval of the commanding officer of what had been proposed, with the addition that I was not to move my troops further towards the city, and he was not to allow his troops to come below it.

And now, sir, I must relate the circumstances which led to a controversy ending in my allowing them to retain and carry off *four* guns that we were entitled to, and might possibly have been saved had we written out our agreement, an omission caused by my strong desire to do nothing that could lead to a correspondence, deeming the presence of the commanders of the steamers a sufficient guard against misunderstandings. Let me give you the particulars, as far as I can, of this transaction. My understanding of our terms, in which Commanders Guest and Wainwright and Lieutenant Commander Law agree with me, was, that *everything* should *remain as it was* at the time of the agreement. Theirs, it appears, was, that they were not to *increase their defences*, and that demolishing them would rather be gratifying to us than otherwise. I can now see that sufficient stress was not laid upon this important point, which they cunningly took advantage of, and gained their point. The first intimation we had of their differing from us in the sense of our terms of agreement was through a deserter, who informed us that the guns of the south battery were being removed by night. My first impulse was to send a flag of truce on shore, informing them that I was aware of their breach of faith, and that hostilities would immediately commence; but upon coolly reflecting over the matter, I decided I would *let them* so *far* break their faith, to avoid the disagreeable alternatives of a long consular controversy, and, as I *then thought*, the great danger of contagion from yellow fever; deeming the loss of two old-fashioned twenty-four pounders, one eighty-pounder rifle, and another gun, as but secondary in comparison to the possibility of getting that fatal disease on board of us, and the liability of killing many innocent people. In *addition*, I had strong doubts, even had hostilities recommenced, whether we could have prevented them from taking the guns off at night, for most unquestionably we have not a sufficient force to land and contend against the number of men that could be brought against us, and night, I am of the opinion, would have shielded them from the fire of our guns.

Upon this view of the case I intended acting, but finally yielded to the wishes of Commanders Guest and Wainwright and Lieutenant Commander Law, and sent Commander Guest and Lieutenant Commander Law on shore to charge them with a breach of faith and demand the return of the guns, or an immediate renewal of hostilities. These gentlemen were very courteously received by Colonel Cook and his officers; their understanding of the agreement propounded, and their regrets of a misunderstanding having occurred expressed; at the same time declaring that the breach of faith would be on our side, and that many women, children, and aliens, who intended moving, but had not been able up to that time to obtain transportation, would be the

sufferers. After discussing the case in all points, Captain Guest came to the conclusion that, as the agreement was not in writing, and our verbal understanding was not sufficiently explicit on the point at issue to prevent their taking advantage of it, it was better to allow the truce to continue and let them take the guns than that we should be accused of a breach of faith. I entirely approved of his course, and so the matter stands at present.

I had nearly forgotten to notice an important feature in our negotiations, which was a visit from the English consul, on Sunday, in full consular costume, nominally to be considered an official call, but actually, I am disposed to think, more to find out my views in relation to pending matters than any particular respect for our flag; for, although unexceptionably courteous, it was evident all his sympathies were with the rebels, having lived twenty years among them. In the course of a conversation he stated, with apparent frankness, his appreciation of the liberal time I had granted for the removal of aliens, but must, from the paucity of transportation, beg me to grant an extension of the time. I politely but firmly declined to accede to this request, which led him to express the belief that the rebels would destroy the town sooner than *surrender;* pertinently asking me, at the same time, what I required of the military? I reflected a moment, and saw that the tender point was in *surrendering;* and, with the full knowledge that after knocking their town down I would be no nearer *making them surrender* than I was at that moment, I replied that I would require them to evacuate the city and not to molest our flag, which I intended to hoist over the custom-house, and that, until I heard from you, I had no intention of interfering with the civil authorities. He took his leave with assurances of his using his utmost efforts to prevent the destruction of the city, either by us or the confederates—an event that I was equally earnest in assuring him I would deeply deplore on account of the unoffending poor.

From deserters and others flying from the terrors of the conscription, (which they are rigidly enforcing at the point of the bayonet,) I am of opinion that we have, at last, captured a place of strong Union proclivities, among the lower and middle classes. Their representations of the reign of terror that has prevailed during months past would, I should think, taint the loyalty of the most rabid of the rebel citizens. They have scarcely been allowed a *civil* right, the military demanding and taking what they pleased. One of these refugees, a man in the middle ranks of society, converses with intelligence and imparts valuable information. From him I learn of the Union feeling of his class and the lower grades of the population, (which, so far as the latter is concerned, has been amply verified by the embittered expressions of all that have come on board;) most of whom, that have not been previously drafted, are now hiding in every conceivable way to avoid the gang that is driving every man between the ages of eighteen and fifty over to Virginia Point, to join their army. From the same person I learn that the endeavors of the military to form something like a civil government previous to their leaving *failed*, all their old magistrates having refused to serve. He also states that the threats of destroying the town will not be executed, the foreign influence alone preventing; all the other wealthy and influential citizens having long since fled to the interior.

This exodus from the city is becoming a matter for serious consideration with me. Already we have from sixteen to twenty who have escaped from the city at the peril of their lives, and it would be inhuman not to receive them. Others may still come, and, with our limited supply of provisions, it is a perplexing matter, and would seem a very strong reason for our military forces hastening their taking possession of the city, that they might again return to and be protected in their homes. Of course, the military authorities will be the best judges of the number of men they will require to hold Galveston island; still, the little light I can throw upon the subject may be useful. The charts will give the

position of the city upon the island, and, I think, of the railroad bridge, which is about five miles from the northwest end of the city. The bridge is about three-quarters of a mile long, terminating at Virginia Point, where the rebels have their large battery, mounting from twelve to twenty guns, and an army variously estimated at from 3,000 to 5,000 men. I am disposed to think the latter number is not far from the mark, as they are under the impression that a large force of ours is on the way to invade Texas, and that they are concentrating troops at that point to meet them. The name of the commanding general I have not been able to ascertain, as he has lately come from Houston. One of the brigadiers is General Debree.

This fort on Virginia Point, I think, can be reached by our light mortar vessels and the heavy rifled guns of the Jackson and Westfield, after lightening the vessels as much as possible; and should that plan of taking the fort be adopted, a 100-pounder rifle should be sentfor the Clifton. Independent of the fact of the mortars and light steamers being the only naval force that can act against this battery, they can be most usefully employed on the blockade; and should you have determined not to let us go home, I think we can perform good service. At all events, I hope the troops will be speedily sent, for I am most anxious to get away and try and break up the traffic of these inland seas.

Would it not be possible, however, to send a sufficiently large military force to occupy Galveston island at present? Two or three hundred men, with some half dozen pieces of artillery, could easily defend themselves on Fort Point or Pelican island, (the latter I would give the preference to on account of the comfortable barracks upon it, the rebels having burnt those on Fort Point when they evacuated,) with the assistance of a gunboat; and I earnestly hope they will be sent immediately, for I have no ambition to be senior officer on shore and afloat at the same time. The latter position I am convinced, from appearances, will be enough to employ the time and talents of *one* man, and, as a slight proof that my impressions are correct, I will suggest the propriety of a schooner load of flour being sent here at once, for the moment we take possession of the city all communication will be cut off from the main land, and *provisioning*, as well as governing, will fall to the lot of the individual who is honored with the governorship. And here, while suggesting the sending of provisions for the shore people, let me inform you of our own wants. The ferry-boats *can't carry* but six week's provisions, with which we started. Two weeks of every part of the ration have lready been expended, and of *bread*, in consequence of a large quantity having proved bad, we have but two weeks on board. Will you be good enough to think of this, and should you not order our return have our wants supplied?

Another reason for my wishing for the speedy arrival of the soldiers is the care I am obliged to take of Pelican island, for fear the rebels will some night slip down and burn the barracks. The marines of the Clifton and this ship now occupy it, having hoisted our flag there on Sunday. At present, my opinion is that I can do nothing more to-morrow, after taking possession of the city, than landing a party to hoist our flag on the custom-house, and after allowing it to fly for about half an hour haul it down and return on board. I have, however other projects which time will develop. I wish I could be *convinced* that this place would not be given up by us, and I am sure I could at once get up a Union guard that would materially help to guard it.

Very respectfully, your obedient servant,

W. G. RENSHAW, *Commander.*

Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

UNITED STATES STEAMER KENSINGTON,
Sabine Pass, October 12, 1862.

SIR: At the date of my last report I was just leaving with the launch and howitzer, twelve men and two officers, on an expedition up the Calcasieu river and lake. I have the honor now to report that expedition successful. I was absent four days, and proceeded eighty miles up, where I found the steamer Dan, of which I went in search, and captured it.

Returning with the launch in tow, I stopped at the town of Charleston, on Lake Charles, and burned a large schooner lying there. I then levied on the town a contribution of sweet potatoes and beef, which was furnished. By this time I had been three days, nearly, up the river, and was informed by Union men, plenty of whom I found, that a large party had collected to attack us below; whereupon, I seized upon ten or twelve of the inhabitants of the place, and posting them around the man at the wheel, who was exposed, made the best of my way down the river. I found one other large schooner, which I also burned, and thus destroyed all the navigation in that place, besides teaching the people a lesson they will not soon forget. As soon as I reached a place of safety I released the prisoners. I should have mentioned before that on my way up I captured Colonel Nathaniel Clifton, the commander of all the rebel forces in that vicinity, and now hold him a prisioner. I have proposed to the rebel authorities here to exchange him for Lieutenant Kittrege, of our navy, but as yet have received no reply. On reaching the mouth of Calcasieu river we found it too rough to cross the bar with the steamer, and having heard that the Rachel Seaman was in danger, I left the prize steamer there, with the crew and howitzer, and hastened to this port, where I took in twenty-five men and a howitzer from the Kensington, and came at once to man the prize schooner Velocity. The Rachel Seaman was safe and had taken prize the schooner Dart, by which I have the honor to send this. The Dart ran in, supposing the place still held by the rebels.

Captain Hooper reports that while the mortar vessel Henry Janes was here he tried to move the Rachel Seaman further up, but grounded; that while he lay aground the steamer Clifton came in to tow out the mortar vessel; that the Clifton took a hawser from the Rachel Seaman, and in the attempt to pull her afloat the hawser parted, when the Clifton immediately proceeded to sea with the Henry Janes, thus leaving the Rachel Seaman alone and aground. I found here two families of Union people, who claimed the protection of the United States, and were put on board the Velocity by Captain Hooper, in my absence; I have sent them forward by the Dart for your disposal. I beg leave to mention that the yellow fever has entirely ceased here, but quarantine precautions may be necessary. Messrs. Kirkpatrick and Davis, whose families I thus send forward in the Dart, are the gentlemen to whom I am indebted for a great deal of exceedingly valuable information, and for faithful services as pilots; I recommend them warmly to your protection. I beg that the Dart, like the Adventurer, may be allowed to remain at Pensacola for the present, or till my arrival.

The importance of Sabine Pass to the rebels appears to have been entirely underrated by us; the quantity of goods, of all kinds, and munitions of war that have been run in here has been enormous, and large quantities of cotton have been exported. There are now lying above at least eight steamers and six schooners, large quantities of cotton, and quite a force of troops; these last have been considering strongly the propriety of manning their stamers and making an attack on us. Under these circumstances, and at the earnest request of Captain Hooper, I have concluded to put my 30-pound Parrott on the Dan, the howitzer on the Velocity, and, with a strong party from the Kensington, remain here myself and defend the place, while I send the Kensington down the coast under the command of my executive officer, who is careful and competent, to obey your

orders in reference to the Albatross and other vessels there; and, trusting to your approval of my course, or at least of my motives, to await your further orders here.

Leaving my party on the Velocity in charge of Acting Master Taylor, on the 9th I returned to Calcasieu for the prize Dan, and found they had taken the sloop Eliza, from Vermillion bay, loaded with fifteen hogsheads of sugar. The sugar was unloaded and the sloop destroyed. On the 10th and 11th it blew a hard norther, but we succeeded in moving the Dan to this place in safety, where she now lies.

On arriving here I found that Acting Master Taylor, in the Velocity, had taken the schooner West Florida. She appears to have sailed from New Orleans under a provisional British register; to have cleared for Matamoras, Mexico; to have been taken and then released, with a permit from yourself *to proceed to Matamoras.* She was seen by my officer, in command of the Dan, to pass Calcasieu bar, the afternoon before she was taken, very close in shore, standing to the westward, and to send a man to the masthead. A few hours later she was discovered by Mr. Taylor, from the Velocity, coming from the *eastward* in about two fathoms water. She came on as far as the buoy on the bar at this place, when she steered square in for the Pass, and was taken *inside* the bar buoy *in seven and a half feet of water.* The crew admit that they were bound here from the first; therefore I send her forward as a good prize, but subject to your approval.

Having sent away one prize crew in the Adventure, I am now short of men and officers to man the Velocity and steamer Dan, so that I am not able to fully man the prizes I now send. I therefore retain nearly all the original crews here, lest they should retake their vessels, and shall send them forward by the Kensington on her return from the Rio Grande, for which place she leaves to-day.

I am, respectfully, your obedient servant,

FREDERICK CROCKER,
Acting Master Commanding.

Rear Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron, Pensacola, Fla.

UNITED STATES BARK ARTHUR,
Pensacola, Florida, October 14, 1862.

SIR: I would respectfully report that after the receipt of your request to obtain Judge Davis's family, on the 12th of September I proceeded, with the yacht Corypheus and schooner Breaker, to Corpus Christi for that purpose. Landed under flag of truce and had an interview with the commanding officer, who refused Mrs. Davis permission to leave Texas, but said he would refer the matter to General Bee, commanding this division of Texas. Got under way, and as the wind was ahead and we could not pass through the cut into Aransas bay, proceeded to Flour Bluff, where several small vessels were discovered. Was joined by sloop Belle Italia at 8 p. m. Saturday morning, (13th ultimo,) as these vessels were trying to escape, shelled them, but they ran into Laguna Madre, where we could not pursue them. Landed and reconnoitered and took three prisoners off to the yacht, to detain them till my reconnoissance was completed.

Sunday morning, (14th ultimo,) as the wind was still ahead, I remained to make further examinations. Saw two armed men in a new unfinished building, and threw a shell to drive them off. Landed with my boat and seven men, with the view of ascertaining if more force was present, and went myself to

the door of the house, (belonging to one of the men captured,) when, suddenly, nineteen men rushed out and surrounded me, and before I could get my revolver from my belt was overpowered. My men, being separated from me by this force, dared not fire, as I was in the midst of the rebels. They were captured, and we were taken at once to Corpus Christi, and from thence sent to General Bee, at San Antonio, for his action. I was by him paroled—also the men—to be sent north for exchanged.

As General Bee admitted that I had been an honorable, although an active enemy, and had respected private property, he sent me back to the Arthur, upon condition that myself and men should go north by first opportunity. I have to report that I have experienced kind and considerate treatment at the hands of General Bee and his officers, and my men have also been taken good care of.

Very respectfully, your obedient servant,

J. W. KITTREDGE,
Acting Volunteer Lieutenant Commanding, U. S. Navy.

Senior Rear Admiral D. G. FARRAGUT,
Commanding Western Gulf Blockading Squadron.

Report of Acting Master Commanding Crocker of the destruction of the railroad bridge at Taylor's Bayou, together with barracks and two schooners.

UNITED STATES STEAMER KENSINGTON,
Pensacola Bay, October 24, 1862.

SIR: In continuation of my reports from Sabine Pass, sent by the prize schooners Adventure and West Florida, I have the honor now to state that on the 13th instant I sent the Kensington on her way to Rio Grande, under command of Acting Master Taylor, there to water the Albatross, in obedience to your orders, and also to water the other vessels blockading on the Texan coast.

The next day I commenced to prepare an expedition to destroy the large railroad bridge at Taylor's bayou. The expedition I had before sent under command of Acting Master Pennington, of the mortar schooner Henry Janes, having failed, at which the newspapers above exulted, while the enemy's troops immediately occupied it, and between two and three hundred men were placed there to guard it.

I put the Rachel Seaman's 20-pound Parrott gun and my heavy 12-pound boat howitzer on the prize steamer Dan, and on the morning of the 15th, with the schooner Velocity in tow, carrying the Kensington's 30-pound Parrott, I started to attack the enemy.

In crossing the bar to enter the lake the schooner grounded, and I left her, pushing on with the steamer and a crew of twenty-five men only. The enemy were posted behind a high and strong embankment, and a force of cavalry and field artillery were drawn up in the prairie a little back.

As soon as we came within range with the Parrott we opened on them with shell to draw their fire, if they had any heavy artillery; but they did not reply, and we continued the fire, nearing them rapidly, until our boat howitzers, with two-second shrapnel, had them nicely in range, when the steamer grounded.

A very few rounds gave the exact elevation, when the enemy broke and fled in confusion towards the cavalry and a train of cars which had in the mean time arrived from Beaumont with reinforcements.

I immediately sent two boats' crews to destroy the bridge while we shelled the prairie and the cars. We hit the train, and compelled it and the troops to fall back, after some time spent in repairing the cars.

The two boats' crews, under command of Master's Mate Janvin, of the Rachel Seaman, and Second Assistant Engineer O'Conner, of the Kensington, did their work in the most complete manner; they entirely destroyed the bridge, thus preventing the transportation of heavy artillery to Sabine Pass, and also burned all the enemy's barracks, and also the schooners' Stonewall and Lone Star. While they were at work the enemy's cavalry made a charge on them, but the well-directed fire from the steamer repulsed them, and the work was done at our leisure. Returning to the schooner, we towed her afloat, and arrived back at the pass the next morning. All that day (the 16th) we spent in preparing to attack a cavalry encampment situated about five miles back from the town of Sabine, the pickets from which had been a continual annoyance to us.

On the morning of the 17th, with a party of fifty men and a light boat howitzer, we commenced our march for the encampment, driving in the pickets. As we advanced they retreated before us, gradually increasing in number until we reached nearly to their encampment, where they made a stand; upon which we started towards them on the double-quick, until we came within the range with our howitzer, when we unlimbered and gave it to them. The enemy immediately broke and fled into the chaparral. We immediately burned all their encampment, consisting of fourteen houses and stables, and then marched leisurely back to our schooner.

I cannot speak in too high praise of the steadiness and coolness of my officers and men; they appeared as if on parade.

I desire to make especial mention of Acting Master's Mate Janvin, of the Rachel Seaman, and Second Assistant Engineer O'Connor, of this ship, both of whom I recommend strongly for promotion for their gallantry, and also for their professional qualifications and character.

On the 18th the Kensington returned, having obeyed your orders, down the coast; and on the 19th, with a number of refugees who had fled to us for protection, I started for the Southwest Pass, where I landed them on the 21st, in care of Captain Weeks, of the Pampero. I left the Rachel Seaman at Sabine Pass, and also the schooner Velocity, with the Kensington's Parrott gun, and the prize steamer Dan, with the heavy howitzer and about thirty of the Kensington's men, all under command of Acting Master Hammond, of the Kensington, who has accompanied me on all my expeditions, and distinguished himself by his coolness and bravery on all occasions.

Captain Hooper has rendered me the most important and efficient aid on all occasions, while all the officers and men remaining on board the Kensington have performed their greatly-increased duties with the utmost cheerfulness, regretting only that they also could not have been spared to keep us on shore.

On the 22d I supplied water to the vessels at Ship island; on the 23d reported to Commodore Bell, at Mobile, and arrived off this port last night.

I am, very respectfully, your obedient servant,

FREDERICK CROCKER,
Acting Master, Commanding.

Rear Admiral D. G. FARRAGUT,
Commanding Western Gulf Squadron.

Lieutenant Commander T. McKean Buchanan's report of his operations in the waters of Louisiana.

UNITED STATES STEAMER CALHOUN,
Off Brashear City, Atchafalaya river, November 9, 1862.

SIR: I have the honor to report that I left Lake Pontchartrain on the afternoon of the 25th of October, to proceed to the Southwest Pass, where I was to

be met by the steamers Estrella and St. Mary's, and to proceed from there to this place, in order to co-operate with General Weitzel, who was coming along the railroad; and I also hoped to catch some confederate gunboats.

I had expected to bring the steamers Kinsman and Diana with me, but the Kinsman broke down at Fort Pike, and the Diana not having her officers or crew, I left without them.

I arrived at the Southwest Pass on the evening of the 27th, having run aground in coming through Pass à l'Outre, and left in company with the Estrella, Lieutenant Commander Cook, and the United States transport St. Mary's, having on board the 21st Indiana regiment, on the morning of the 28th.

We arrived in the bay the morning of the 29th, and immediately commenced staking out the channel, which is very intricate and narrow. The rebels had removed all the buoys and stakes, but we, by hard work, managed to work our way up to the obstructions in the channel by the evening of the 30th. The Kinsman arrived the same evening, and I left the pilot busy all night putting down stakes to get around the obstructions, and as there was not water enough to steer in, I hauled the Kinsman alongside and put all my guns and ammunition on board of her. The same morning a rebel steamer came down to take a look at us, and fired three guns at us, which I returned with two from my 30-pounder Parrott, when she turned and ran back. The next day I tried to get the Calhoun over, but she grounded. I put three of her guns back and started with the Estrella for Atchafalaya river, but the Estrella also ran aground; and finding it impossible to get her off until high tide, I went with the Kinsman alone to the mouth of the river; but finding nothing I ran out into the bay and anchored, and sent my pilot down to the other vessels. He brought the Estrella and St. Mary's up safely the next morning, and Mr. Jordan, the executive officer, succeeded in getting around the obstructions and about half way up the bay, where the Calhoun grounded again. We tried to get her off in the Kinsman, but not succeeding, and, as we had already lost so much time, I took part of my crew and two guns on board and started for this place, where we arrived about 7 o'clock p. m. of the 1st. Upon getting off the town I saw a steamer's smoke, which I immediately made for, although I could not fire upon her, as my Parrott gun was spiked, how or by whom I cannot discover. I ordered the Estrella to open fire, however, and we, a short time afterwards getting our gun clear, opened also. The steamer then rang her bell very loudly, and we heard persons singing out "don't fire"—which has been corroborated by persons from shore—when I ordered the Estrella to cease firing, and also the Kinsman, thinking she had surrendered, and for the Estrella to run alongside of her and board her, she then being about 1,500 yards distant; but Captain Cook misunderstanding the order fell back, and about the same time the steamer fired again, striking the Kinsman under the port bow. I immediately opened on her again, and still going full speed made for her; but she put up the Atchafalaya river, and, although we followed her for nearly an hour, she succeeded in escaping from us by her superior speed. She proved to be the rebel gunboat Cotton, iron-clad, with, I think, the guns casemated, and very fast. The same night I captured the rebel steamboat A. B. Seger. She belonged to the confederate States navy, and was used as despatch boat, and was commanded by Lieutenant A. Coons, C. S. N. The crew ran her on shore and deserted her. She is a small side-wheel boat of about thirty tons, and not fit to go outside. I brought up the St. Mary's the same night, and anchored off Brashear City. We landed the next morning, and found that we had arrived too late by forty-eight hours to prevent the rebels from crossing. The Diana arrived the same day, and shortly afterwards Mr. Jordan arrived with the Calhoun. As soon as I had coaled I started with all four boats up the Atchafalaya river, to go up Bayou Teche to Franklin. About five miles above Pattersonville, and three from the mouth of the Teche, I found the enemy posted. They had thrown up some

earthworks about two miles up, which they deserted on our approach, and retreated above a bridge called the Cornay bridge. I opened on them with my Parrott guns, but carry ingaway the chock to which the breaching was secured I was obliged to stop to repair. I sent Captain Cook ahead with the other two boats, when he soon came in range of the Cotton, which was posted above the bridge, and, as we soon found out, they had also the river obstructed. The second or third shot struck the Estrella on her port rail, killing two soldiers who were working a 24-pounder howitzer, and wounding another man, and also carrying away the Estrella's wheel ropes. The Estrella was obliged to run on shore, to allow the other boats to pass, the Teche being here very narrow. The Diana and Kinsman kept on, but the Diana having her Parrott guns mounted on an iron carriage, got it foul, and was obliged to stop. The Kinsman, however, kept on up to the bridge; and I would respectfully bring to your notice the conduct of Acting Master George Wiggins, commanding her. He put his ship right up to the battery on shore, which, I have since learned, consisted of eleven field-pieces, and within one thousand yards of the Cotton, which was as close as he could get. He drove off the field-pieces, and kept up fire with his rifled gun on the Cotton. He received fifty-four shots through his hull and upper works, and had three through his flag. He had one round shot through his shell-room and magazine, but, fortunately, it did no more damage than to destroy eleven shell-boxes, and to knock the sabots off of the shell. He had one man killled and five wounded, one of which—his lake pilot—died next day from the effects of amputation. I hurried up as soon as I heard the firing, and run my stern up to the bridge, and finding the Kinsman was leaking badly, ordered Captain Wiggins to back out of range. By running my bow into the bank, I brought my port broadside to bear on the Cotton. She stood for about twenty minutes, when she backed up around a turn in the Teche, and soon got out of our range. The Estrella and Diana also by this time were up, and after shelling the woods we landed. I tried to haul the obstructions away, and also tried to force the Diana over, but could not succeed. As night was coming on I did not think it prudent to lay in the Teche, where the enemy could come all around us at night, and fire upon us with musketry and artillery without our being able to see them, so I returned to Brashear City to repair damages and bury the dead. The Cotton made some excellent firing. I received eight shots, three of which were in the hull on the port side, two in my port wheel-house, one in my starboard wheel-house, and two in my port round house. None of them did any material damage or hurt a person on board. The Estrella was touched three times, as was also the Diana. None of us had our machinery touched. The obstructions consist of a steamer called the Fly Catcher, and a schooner loaded with bricks, sunk across the channel, and then live oak thrown in all around. With a land force to protect us on the banks, I could remove the obstructions, I think; but as it is now, with the Cotton firing upon us, and a large force on shore, I think it is exposing my men unnecessarily. The whole rebel force was there, we learned, under General Monson, numbering from three to four thousand men. We cut them up pretty badly, and they have since moved their camp up to Centreville, which is three miles above the obstructions, only keeping their cavalry and artillery below. We were busy all the next day repairing damages. The morning of the 5th I started up again with the Estrella, leaving the other boats to continue their repairs. We drove them off as before, but I did not escape as luckily—a shot from the Cotton striking the port forward struck off my Parrott gun, killing two men almost instantly. Their names are William Cameron and William Hislop. My officers and crew have all behaved excellently. The crews of all the vessels, with the exception of the Diana's, (who are volunteers from the frigate Mississippi,) and ten men on board the Estrella from the Pensacola, have been shipped in New Orleans, and all have behaved well. On the

6th, Acting Master Weeks, in command of the Diana, while cruising in Grand lake, heard of some cotton, which he went after and brought to this place. It was taken at the request of the agent, (a Mr. Todd,) who represents himself as a Union man, to prevent the rebels from burning it. I would respectfully wish to know what disposition is to be made of it. There are two hundred and fifty-five bales. The owners are represented as Union men also, and live in Franklin. The next day I started Acting Master Wiggins in the Kinsman, taking along with him the Seger, to capture two steamers which I had heard of. After some trouble he succeeded in finding them stowed away in a small bayou called Bayou Cheval, about nine miles from Grand lake. The steamers he found to be almost useless, one of them (the Osprey) having no wheel, and part of her machinery gone, and the other one (the J. P. Smith) all rotten. He found it impossible to get them out, they having been run hard ashore; and upon consulting with my chief engineer, whom I had sent along, as to the possibility of their being repaired, he concluded to burn them. He was also induced to burn them from the fact that he found a gang on board making bowie knives and moulding buckshot and bullets, and also found an order to the captain to burn them if the Yankees came up. He took the captain of the Smith and a Captain Caldwell, who commanded a company about there, with his gang, prisoners, all of which I have turned over to Colonel McMillan.

The Cotton is in such a position that she cannot escape. She cannot go much further up the Teche, and she cannot get out. I keep boats running up and down there every day; but I have given orders not to engage her unless there is some prospect of success, as we are all rather short of ammunition, particularly Parrott, as we have to use our bow guns most all the time. From the best information I have been able to gain, we have, so far, struck her various times, but our shot glance off her iron casing. I saw this myself the other day. We have had her on fire three times—once by the Kinsman, and twice by this ship. So far as we have been able to learn, we have killed four men on board and wounded several, and also killed and wounded a number on shore the first day, and killed one two days afterwards. I intend to try her again by sending the two light draught vessels around into Grand lake to get in her rear, while I go up and engage her in front. I think they can get within a mile of her, but they will have to fire over woods. We received a small supply of ammunition to-day, but not enough, as the rebels are beginning to be troublesome on the banks of the river and the Teche. There was a large lot sent out, but through some carelessness the train was blown up.

The rebels, on leaving this place, destroyed a great deal of sugar and burnt up over one hundred cars.

The planters here have almost all deserted their plantations and taken their negroes with them.

I forgot to mention that I also had a man—Frank Bein, ordinary seaman—killed on the 5th, by the premature explosion of a Dahlgren shell from a 24-pounder howitzer, on board of the Estrella. The Estrella was a little astern of me, and the Teche being very narrow, she was obliged to fire very near over my quarter-deck. A piece of shell struck him in the back and killed him nearly instantly. As the channel is very narrow and intricate in coming through the bay, I would respectfully request to know if I could have authority to have it staked out and the buoys placed, most of which are here. The pilots are the only persons I would have to employ. Vessels of seven feet draught could then enter.

I am, very respectfully, your obedient servant,

THS. McKEAN BUCHANAN,
Lieutenant Commander, United States Navy.

Rear Admiral DAVID G. FARRAGUT,
Commanding Western Gulf Blockading Squadron,
Flag-Ship Hartford, New Orleans.

WESTERN FLOTILLA.

Flag-Officer Foote's report of a reconnoissance down the Mississippi river.

CAIRO, *Illinois, January* 7, 1862.

SIR: I have telegraphed the department already that to-day I have made a reconnoissance down the river, within the range of the batteries of Columbus, taking with me the Essex, Captain Porter, the Lexington, Lieutenant Commanding Shirk, and the Taylor, Captain Walke. Colonel Webster, of the engineer corps, also accompanied us, while a squadron of cavalry, on the Missouri side, proceeded at the same time toward Belmont.

I ran down within range of the rebel batteries, but the enemy did not open fire. My object was fully attained in seeing the river down to the point we [reached] clear of sub-marine batteries and other obstacles. I did not consider it policy to open fire on the batteries, as we had not the force to attempt to carry them, which would have induced the rebels to claim a victory if we had retired after first opening, upon them. One of their gunboats, which we had driven down the river, followed us up on our return. I fired at her and then gave chase, compelling her to return to Columbus, after an exchange of two or three shots, one of which was fired from the Columbus batteries when we were some twelve or fifteen hundred yards further off than we were when first running down to examine the river.

The object of the reconnoissance was satisfactorily accomplished in all respects, showing that the rumors of obstacles being in the river and dangerous torpedoes, are unfounded, at least, until within range of the rebel batteries.

I have the honor to be, &c.,

A. H. FOOTE, *Flag-Officer.*

Hon. GIDEON WELLES, *Secretary of the Navy.*

Flag-Officer Foote's report of condition of gunboats, enclosing telegram of the 11*th.*

CAIRO, *Ill., January* 12, 1862.

SIR: I sent a telegram to the department yesterday, a copy of which is enclosed. I had given Commander Porter instructions to keep near and protect the advanced brigade of General McClernand, and there remain until I should join him with the Taylor to-day, or to-morrow. But early yesterday morning, the rebel gunboats coming up from Columbus and opening upon our boats, brought on the little engagement which resulted in the rebel boats rapidly retreating under their batteries at Columbus.

As we are getting stores, &c., aboard the remaining gunboats, preparatory to putting them in commission, I necessarily spend all my time in looking after these boats, which is not required in looking after our interests down the river. We are now in immediate want of a thousand men for the gunboats. In the meantime, I am getting the boats into the middle of the river and putting their ordnance and other equipments and stores on board, and by the 20th instant expect to have all the gunboats in commission, although with but one-third of a crew to each boat. I trust that this deficiency will be supplied by men from the east, before the 20th instant.

I have the honor to be, &c.,

A. H. FOOTE, *Flag-Officer.*

Hon. GIDEON WELLES, *Secretary of the Navy.*

[Telegram.]

UNITED STATES GUNBOAT TAYLOR,
Mississippi, below Cairo, January 11, 1862.

SIR: Yesterday, as reported to the department, I sent Captain Porter, with the Essex, and Lieutenant Commanding Paulding, with the St. Louis, down the river to protect the advance brigade under General McClernand, and also have sent two other gunboats up the Tennessee river. This morning three rebel gunboats came up from Columbus, and opened the attack on the Essex and St. Louis at long range, and for twenty minutes the fire was very brisk between the five boats engaged, when the rebel boats retreated, but a running fire was continued for an hour until the rebel boats were driven behind their batteries at Columbus. Captain Porter believes that one of the rebel boats was disabled.

A. H. FOOTE, *Flag-Officer.*

Hon. GIDEON WELLES, *Secretary of the Navy.*

Letter from Flag-Officer Foote, enclosing report of Commander W. D. Porter, of the gunboat Essex.

CAIRO, *January* 13, 1862.

SIR: I forward a report from Commander Porter. The rebel gunboat shells all fell short of our boats, while our shells reached and ranged beyond their boats—showing the greater range of our guns, but the escape of the rebels showed the greater speed of their boats.

I have the honor to be, &c.,

A. H. FOOTE, *Flag-Officer.*

Hon. GIDEON WELLES, *Secretary of the Navy.*

UNITED STATES GUNBOAT ESSEX,
Fort Jefferson, January 13, 1862.

SIR: On the morning of the 11th General McClernand sent on board this vessel and informed me that the enemy were moving up the river from Columbus with several vessels, towing up a battery. I immediately signalled Lieutenant Commanding Paulding, of the St. Louis, to get under way and prepare for action. A very thick fog coming on, we were compelled to steam slowly down the river, but about 10 o'clock, or a little after, it rose, and showed us a large steamer at the head of Lucas's bend. We heard her whistle the moment we were seen by them. Shortly after whistling she was joined by another large and a small steamer. We pursued our course steadily down the river, and when within long range the large steamer fired a heavy shell gun, which struck the sand bar between us, and ricocheted within about two hundred yards of this vessel and burst. We at this time did not return the fire, but continued our course down in order to near the vessel. By this time the large steamer was joined by her consorts, and they opened a brisk fire upon us. I now hailed Lieutenant Commanding Paulding, and directed him to try one of his rifle cannon. He instantly fired, and sent his shot completely over the enemy. I then opened from my bow guns, and the action became brisk on both sides for about twenty minutes, the enemy firing by broadsides. At the end of this time the enemy hauled off, and stood down the river, rounding to occasionally and giving us broadsides. This running fight continued until he reached the shelter

of his batteries on the Iron bank above Columbus. We continued the action and drove him behind their batteries in a crippled condition, as we could distinctly see our shell explode on his decks. The action lasted over an hour, and terminated, as I think, in a complete defeat of the enemy's boats, superior in size and number of guns to the Essex and St. Louis. On the 12th General McClernand requested me to make a reconnoissance towards the Iron banks. I did so, and offered the enemy battle by firing a round shot at their battery, but they did not respond, nor did I see anything of their boats. I have since been informed through the general that the boats of the enemy were completely disabled, and the panic became so great at the Iron banks that the gunners deserted their guns.

The fire of the St. Louis was precise, and the shot told well. The officers and men of this vessel behaved with firmness—Mr. Riley, our first master, carrying out all my orders strictly, while the officers of the gun divisions, Messrs. Laning and Ferry, paid particular attention to the pointing of their respective guns. Mr. Brittan, my aid, paid all attention to my orders and conveyed them correctly and with alacrity. In fact, all the officers and men on board behaved like veterans.

I have the honor to be, &c.,

W. D. PORTER, *Commander.*

Flag-Officer A. H. FOOTE.

Flag-Officer Foote's report of his arrival at Paducah with gunboats, enclosing special orders to commanders of gunboats.

UNITED STATES GUNBOAT TAYLOR,
Paducah, February 3, 1862.

SIR: I have the honor to inform you that I left Cairo yesterday with this vessel, having ordered the armored gunboats Essex, Carondelet, Cincinnati, and St. Louis to precede me to Paducah, and arrived here last evening.

To-day I purpose ascending the Tennessee river with the four new armored boats and the old gunboats Taylor, Conestoga, and Lexington, in convoy of the troops under General Grant, for the purpose of conjointly attacking and occupying Fort Henry and the railroad bridge connecting Bowling Green with Columbus. The transports have not yet arrived, although expected last night from Cairo, which causes detention; while in the meantime, unfortunately, the river is falling. I am ready with the seven gunboats to act offensively whenever the army is in condition to advance, and have every confidence, under God, that we shall be able to silence the guns at Fort Henry and its surroundings, notwithstanding I have been obliged, for want of men, to take from the five boats remaining at Cairo all the men, except a sufficient number to man one gunboat for the protection of that important post.

I have left Commander Kilty as senior officer in charge of the guns and mortar boats at Cairo, ordering him, with the assistance of Fleet Captain Pennock, to use every effort in obtaining more men and forwarding the early equipment of the mortar boats. It is peculiarly unfortunate that we have not been able to obtain men for the flotilla, as they only are wanting to enable me to have at this moment eleven full-manned, instead of seven partially manned, gunboats ready for efficient operations at any point. The volunteers from the army to go in the gunboats exceed the number of men required, but the derangement of companies and regiments, in permitting them to leave, is the reason assigned for not more than fifty of the number having been thus far transferred to the flotilla.

I enclose a copy of my orders to the commanders of the gunboats, in anticipation

of the attack on Fort Henry; also, a copy of orders to Lieutenant Commanding Phelps, who will have more especial charge of the old gunboats, and operate in a less exposed condition than the armored boats.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE, *Flag-Officer.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S.—Several transports with troops have just arrived. I proceed up the Tennessee early in the morning, and will there make the Cincinnati my flag-ship.

A. H. F.

SPECIAL ORDER.

UNITED STATES GUNBOAT TAYLOR,
Ohio River, February 2, 1862.

The captains of the gunboats, before going into action, will always see that the hoods covering the gratings of the hatches at the bows, and sterns, and elsewhere, are taken off; otherwise, great injury will result from the concussion of the guns in firing. The anchors, also, must be unstocked, if they interfere with the range of the bow guns.

In attacking the fort, the first order of steaming will be observed, as, by the vessels being parallel, they will be much less exposed to the enemy's range than if not in a parallel line, and by moving ahead or astern, which all the vessels will do by following the motions of the flag-ship, it will be difficult for the enemy to get an accurate range of the gunboats.

Equal distances from one another must be observed by all the vessels in action. The flag-ship will, of course, open the fire first, and then others will follow when good sight of the enemy's guns in the fort can be obtained. There must be no firing until correct sights can be obtained, as this would not only be throwing away ammunition, but it would encourage the enemy to see us firing wildly and harmlessly at the fort. The captains will enforce upen their men the absolute necessity of observing this order; and let it be also distinctly impressed on the mind of every man firing a gun, that, while the first shot may be either of too much elevation or too little, there is no excuse for a second wild fire, as the first will indicate the inaccuracy of the aim of the gun, which must be elevated, or depressed, or trained, as circumstances require. Let it be reiterated that random firing is not a mere waste of ammunition, but, what is far worse, it encourages the enemy when he sees shot and shell falling harmlessly about and beyond him.

The great object is to dismount the guns in the fort by the accuracy of our fire, although a shell in the meantime may occasionally be thrown in among a body of the enemy's troops. Great caution will be observed lest our own troops be mistaken for the enemy.

When the flag-ship ceases firing, it will be a signal for the other vessels also to cease, as the ceasing of fire will indicate the surrender, or the readiness to surrender, the fort. As the vessels will all be so near one another, verbal communication will be held with the commander-in-chief when it is wanted. The commander-in-chief has every confidence in the spirit and valor of officers and men under his command, and his only solicitude arises lest the firing should be too rapid for precision, and that coolness and order, so essential to complete success, should not be observed; and hence he has, in this general order, expressed his views, which must be observed by all under his command.

A. H. FOOTE,
Flag-Officer commanding Naval Forces on Western Waters.

SPECIAL ORDER No. 2.

UNITED STATES GUNBOAT TAYLOR,
Ohio River, February 2, 1862.

The division of the three gunboats not armed, and, consequently, not prepared to encounter at so short a range the batteries of the fort as the four armed boats, will take a position astern, and, if practicable, inshore of the right of the main division Lieutenant Commanding Phelps, in charge of this division, from his great experience and successful charge of our interest for most of the time on the Tennessee and Cumberland rivers, will, I trust, be enabled to throw shells into Fort Henry, with no greater exposure to his division, comparatively, than to that of the armored boats, while the main division, more directly in the face of the fort, attempts to dismount its guns in close range by a more direct fire. The captains of this division will also see that no gun is fired without accurate aim, as we have no ammunition to throw away; but, what would be far worse, rapid, random, harmless firing would encourage the enemy to a more determined resistance.

Great care must be observed lest our troops should be mistaken for the enemy. When the main division ceases firing, it will be an indication that the fort is ready to surrender.

A. H. FOOTE,
Flag-Officer commanding Naval Forces on Western Waters.

SPECIAL ORDER No. 3.

UNITED STATES GUNBOAT TAYLOR,
Paducah, February 2, 1862.

Lieutenant Commanding Phelps will, as soon as the fort shall have surrendered, and upon signal from the flag-ship, proceed with the Conestoga, Taylor, and Lexington up the river to where the railroad bridge crosses, and if the army shall not already have got possession, he will destroy so much of the track as will entirely prevent its use by the rebels.

He will then proceed as far up the river as the stage of water will admit, and capture the enemy's gunboats, and other vessels which might prove available to the enemy.

A. H. FOOTE,
Flag-Officer commanding Naval Forces in the Western Waters.

Flag-Officer Foote's report of attack on Fort Henry, February 6, 1862.

CAIRO, ILL., *February* 7, 1862.

SIR: I have the honor to report that on the 6th instant, at 12½ o'clock p. m., I made an attack on Fort Henry, on the Tennessee river, with the iron-clad gunboats Cincinnati, Commander Stembel; the flag-ship Essex, Commander Porter; the Carondelet, Commander Walke, and St. Louis, Lieutenant Commanding Paulding; also taking with me the three old gunboats Conestoga, Lieutenant Commanding Phelps; the Taylor, Lieutenant Commanding Gwinn, and the Lexington, Lieutenant Commanding Shirk, as a second division, in charge of Lieutenant Commanding Phelps, which took position astern and

inshore of the armored boats, doing good execution there in the action, while the armored boats were placed in the first order of steaming, approaching the fort in a parallel line.

The fire was opened at seventeen hundred yards distance from the flag-ship, which was followed by the other gunboats, and responded to by the fort. As we approached the fort under slow steaming till we reached within six hundred yards of the rebel batteries, the fire, both from the gunboats and forts, increased in rapidity and accuracy of range. At twenty minutes before the rebel flag was struck, the Essex, unfortunately, received a shot in her boilers, which resulted in the wounding, by scalding, of twenty-nine officers and men, including Commander Porter, as will be seen in the enclosed list of casualties. The Essex then necessarily dropped out of line, astern, entirely disabled, and unable to continue the fight, in which she had so gallantly participated until the sad catastrophe. The firing continued with unabated rapidity and effect upon the three gunboats, as they continued still to approach the fort with their destructive fire until the rebel flag was hauled down, after a severe and closely-contested action of one hour and fifteen minutes.

A boat, containing the adjutant general and captain of engineers, came alongside after the flag was lowered, and reported that General Lloyd Tilghman, the commander of the fort, wished to communicate with the flag-officer, when I despatched Commander Stembel and Lieutenant Commanding Phelps, with orders to hoist the American flag where the secession ensign had been flying, and to inform General Tilghman that I would see him on board the flag-ship. He came on board soon after the Union had been substituted by Commander Stembel for the rebel flag on the fort, and possession taken.

I received the general, his staff, and some sixty or seventy men as prisoners, and a hospital ship containing sixty invalids, together with the fort and its effects, mounting twenty guns, mostly of heavy calibre, with barracks and tents capable of accommodating fifteen thousand men, and sundry articles, which, as I turned the fort and its effects over to General Grant, commanding the army, on his arrival in an hour after we had made the capture, he will be enabled to give the government a more correct statement of than I am enabled to communicate from the short time I had possession of the fort. The plan of the attack, so far as the army reaching the rear of the fort to make a demonstration simultaneously with the navy, was frustrated by the excessively muddy roads and high stage of water preventing the arrival of our troops until some time after I had taken possession of the fort.

On securing the prisoners and making necessary preliminary arrangements, I despatched Lieutenant Commanding Phelps, with his division, up the Tennessee river, as I had previously directed, and as will be seen in the enclosed orders to him to remove the rails, and so far render the bridge incapable of railroad transportation and communication between Bowling Green and Columbus, and afterward to pursue the rebel gunboats, and secure their capture, if possible. This being accomplished, and the army in possession of the fort, and my services being indispensable at Cairo, I left Fort Henry in the evening of the same day, with the Cincinnati, Essex, and St. Louis, and arrived here this morning.

The armored gunboats resisted effectually the shot of the enemy when striking the casemate. The Cincinnati (flag-ship) received thirty-one shots; the Essex fifteen; the St. Louis seven, and the Carondelet six—killing one, and wounding nine in the Cincinnati, and killing one in the Essex; while the casualties in the latter from steam amounted to twenty-eight in number. The Carondelet and St. Louis met with no casualties.

The steamers were admirably handled by their commanders and officers, presenting only their bow guns to the enemy, to avoid exposure of the vulnerable parts of their vessels. Lieutenant Commanding Phelps, with his division, also executed my orders very effectually, and promptly proceeded up the river in

their further execution, after the capture of the fort. In fact, all the officers and men gallantly performed their duty; and, considering the little experience they have had under fire far more than realized my expectations.

Fort Henry was defended with the most determined gallantry by General Tilghman, worthy of a better cause, who, from his own account, went into action with eleven guns of heavy calibre bearing upon our boats, which he fought until seven of the number were dismounted or otherwise rendered useless.

I have the honor to be, &c.,

A. H. FOOTE, *Flag-Officer.*

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of casualties on board the Cincinnati during the bombardment of Fort Henry.

UNITED STATES FLAG-STEAMER CINCINNATI,
February 6, 1862.

SIR: I have the honor to report that the casualties on board this vessel during the bombardment of Fort Henry, from the effects of the enemy's fire, were: Killed, 1; wounded, 9; total, 10.

I am, very respectfully,

R. M. STEMBEL,
Commander, United States Navy.

Flag-Officer A. H FOOTE,
Commanding United States Naval Forces, Western Waters.

SIR: As Captain Porter is unable to write, he has directed me to send you a list of killed, wounded, and missing on this vessel:

W. D. Porter, commander, scalded; J. H. Lewis, paymaster, scalded; T. P. Terry, third master, scalded, badly; S. B. Brittan, master's mate, killed by cannon shot; James McBride, pilot, killed by scalding; M. H. Ford, pilot, killed by scalding; John Mathews, quartermaster, scalded, badly; A. D. Waterman, captain of forecastle, missing: Henry Gemfer, fireman, missing; Samuel Bayer, fireman, scalded, badly; John Laritz, fireman, missing; James Coffey, seaman, killed by scalding; Dana Wilson, seaman, killed by scalding; J. P. Breas, seaman, killed by scalding; N. McCarty, seaman, scalded; H. Heagan, seaman, scalded; John O'Harra, seaman, scalded; John Costello, seaman, scalded; J. J. Phillip, seaman, scalded; B. Soula, seaman, scalded; James Argus, seaman, scalded; Thomas Willett, seaman, scalded, badly; Benjamin Harrington, seaman, scalded, badly; William O'Brine, seaman, scalded, badly; W. H. Maxay, seaman, scalded, badly; T. Sullivan, seaman, scalded, badly; Thomas Mullen, seaman, scalded, slightly; James Bedard, seaman, missing; H. Reynolds, seaman, missing.

In addition to the above we had nineteen soldiers on board, of whom nine were scalded, and four of these have since died.

Very respectfully, your obedient servant,

ROBERT K. RILEY,
Executive Officer United States Gunboat Essex.

Flag-Officer A. H. FOOTE.

Letter of Flag-Officer Foote, enclosing a list of officers engaged in the capture of Fort Henry.

CAIRO, *February* 11, 1862.

SIR: As the officers behaved so well in the late action resulting in the capture of Fort Henry, I am disposed to gratify them by sending the accompanying list of officers attached to the different boats engaged in that action.

I leave again to-night with the Louisville, Pittsburg, and St. Louis, for the Cumberland river, to co-operate with the army in the attack on Fort Donelson. I go reluctantly, as we are very short of men, and transferring men from vessel to vessel, as we have to do, is having a very demoralizing effect upon them. Twenty-eight ran off to-day, hearing that they were again to be sent out of their vessels. I do hope that the 600 men will be sent immediately. I shall do all in my power to render the gunboats effective in the fight, although they are not properly manned; but I must go, as General Halleck wishes it. If we could wait ten days, *and I had men*, I could go with eight mortar boats and six armored boats.

I have the honor to be, &c.,

A. H. FOOTE,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

List of officers.—Gunboat Cincinnati.

R. N. Stembel, U. S. N., commander; William R. Hoel, first master; Oscar H. Pratt, second master; Charles G. Perkins, third master; John Pearce, fourth master; R. H. Attenborough, pilot; Isaac D. Gaugh, pilot; John Ludlow, surgeon; Baron Proctor, paymaster; William D. McFarland, chief engineer; Samuel H. Lovejoy, first assistant engineer; James Armstrong, second assistant engineer; William J. Shannon, third assistant engineer; James McB. Stembel, master's mate; Philip Shell, master's mate; John R. Hall, U. S. N., acting gunner; Thomas B. Gregory, carpenter; Jacob Vitinger, armorer.

List of officers.—Gunboat Conestoga.

S. L. Phelps, U. S. N., lieutenant commanding; John A. Duble, first master; Charles P. Noble, second master; Benjamin Sebastian, third master; Richard H. Cutter, fourth master; Aaron M. Jordan, pilot; William Attenborough, pilot; William H. Wilson, assistant surgeon; Alfred Phelps, acting paymaster; Thomas Cook, chief engineer; Alexander Magee, first assistant engineer; Charles Marshall, second assistant engineer; Michael Norton, third assistant engineer; James Kearney, master's mate; Henry Hamilton, U. S. N., acting gunner; Andrew Woodlock, carpenter; James O'Neil, armorer.

List of officers.—Gunboat Essex.

William D. Porter, U. S. N., commander; Robert K. Riley, first master; James Laning, second master; Theodore P. Ferry, third master; George W. Walker, fourth master; James McBride, pilot; Marshall H. Ford, pilot; Thomas Rice, surgeon; Joseph H. Lewis, paymaster; Charles M. Blasdell, chief engineer; R. J. Stearns, first assistant engineer; George D. Simms, second assistant engineer; Jeremiah Wetzel, third assistant engineer; S. B. Britton, master's mate; Matthias B. Snyder, gunner; Thomas Steel, carpenter; —— Fletcher, armorer

List of officers.—Gunboat Lexington.

James W. Shirk, U. S. N., lieutenant commanding; Jacob S. Hurd, first master; Martin Dunn, second master; James Fitzpatrick, third master; Sylvester Poole, fourth master; James McCamant, pilot; William Ford, pilot; George W. Garver, assistant surgeon; Augustus F. Taylor, acting paymaster; Samuel Vroom, gunner; Richard Carroll, carpenter; Reuben Story, armorer; —— ——, master's mate.

List of officers.—Gunboat Taylor.

William Gwin, U. S. N., lieutenant commanding; Edward Shaw, first master; Jason Goudy, second master; James Martin, third master; Patrick McCarty, 4th master; John Sebastian, pilot; David Hiner, pilot; Thomas H. Kearney, assistant surgeon; William B. Coleman, acting paymaster; Samuel Goble, chief engineer; D. Edward Weaver, first assistant engineer; Edward W. Goble, second assistant engineer; Oscar S. Davis, third assistant engineer; Ferdinand T. Coleman, master's mate; Herman Peters, U. S. N., acting gunner; Thomas Russell, carpenter; Elihu Stevens, armorer.

List of officers.—Gunboat St. Louis.

Leonard Paulding, U. S. N., lieutenant commanding; John V. Johnson, first master; James Y. Clemson, second master; Charles S. Kendrick, third master; Alexander Fraser, fourth master; John B. McDill, assistant surgeon; Llewellyn Curry, acting paymaster; Frank A. Riley, pilot; Robert G. Baldwin, pilot; William Carswell, chief engineer; T. F. Ackerman, first assistant engineer; James L. Smith, second assistant engineer; John Wilcoxsen, third assistant engineer; Sydney H. McAdam, master's mate; James P. Paulding, master's mate; John A. McDonald, U. S. N., acting gunner; Robert H. Medill, carpenter; —— Sypher, armorer.

List of officers.—Gunboat Carondelet.

Henry Walke, U. S. N., commander; Richard M. Wade, first master; John Doherty, second master; Charles C. Gray, third master; Henry A. Walke, fourth master; William Hinton, pilot; Daniel Weaver, pilot; James S. McNeely, assistant surgeon; George J. W. Nexsen, acting paymaster; William H. Faulkner, chief engineer; Charles H. Caven, first assistant engineer; Samuel S. Brooks, second assistant engineer; Augustus F. Crowell, third assistant engineer; Theodore L. Gillmore, master's mate; Edward E. Brennand, master's mate; Richard Adams, gunner; Oliver Donaldson, carpenter; H. H. Rhodes armorer.

Flag-Officer Foote's letter, enclosing report of Lieutenant Commanding Phelps, of the Conestoga, of attack on Fort Henry.

CUMBERLAND RIVER, *February* 15, 1862.

SIR: I herewith enclose the report of Lieutenant Commanding S. L. Phelps, commanding the 2d division in the attack on Fort Henry on the 6th instant, which should have been forwarded with my despatches communicating to the department the capture of that fort.

I have the honor to be, &c.,

A. H. FOOTE, *Flag-Officer.*

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES GUNBOAT CONESTOGA,
Fort Henry, Tennessee, February 6, 1862.

SIR: In conformity with your directions, the division of gunboats under my command, consisting of the Taylor, Lieutenant Commanding Gwin; Lexington, Lieutenant Commanding Shirk, and this vessel, in the attack of this morning on this work, took up a position upon the left bank of the river, and opened fire with shells immediately after your first gun was fired, and continued firing until the rebel flag was hauled down, having succeeded in throwing shells without firing over your flag-ship, or over the other iron-plated boats in close contact with the fort. There were fired from this vessel seventy-five 32-pounder shells, fourteen 12-pounder rifled shells, and two round shot. No injury was done to either of the vessels, and no casualties occurred, though we were at times exposed to the ricochet of the close fire upon your vessel, as well as to the direct fire of a 32-pounder rifled piece until it burst. The commanders of the Taylor and Lexington handled their vessels with excellent judgment. I enclose their reports. The officers and crew of this vessel displayed coolness and an admirable spirit in this action.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant Commanding, United States Navy.

Flag-Officer A. H. FOOTE, U. S. N.,
Commanding Naval Forces, Western Waters.

Letter from Flag-Officer Foote, forwarding Lieutenant Commanding Phelps's report of operations on the Tennessee river.

UNITED STATES FLAG-STEAMER ST. LOUIS,
Paducah, February 12, 1862.

SIR: I have the honor and high gratification to forward to the department the official report of Lieutenant Commanding Phelps, by which it will be seen that he has, with consummate skill, courage, and judgment, performed a highly beneficial service to the government, which, I doubt not, will appreciate it. I cannot too highly commend the conduct of Lieutenant Commanding Phelps for this his signal service in his long cruise to the head of navigation on the Tennessee river.

I am now, with three iron-clad steamers, ascending the Cumberland river, to co-operate with General Grant in an attack on Fort Donelson. Lieutenant Commanding Phelps, with his division, accompanies me.

In great haste, I have the honor to be, your obedient servant,

A. H. FOOTE, *Flag-Officer.*

Hon. GIDEON WELLES,
Secretary of the Navy.

Lieutenant Commanding Phelps's report of operations on the Tennessee river.

UNITED STATES GUNBOAT CONESTOGA,
Tennessee River, February 10, 1862.

SIR: Soon after the surrender of Fort Henry, on the 6th instant, I proceeded, in obedience to your order, up the Tennessee river, with the Taylor, Lieutenant Commanding Gwin; Lexington, Lieutenant Commanding Shirk, and this vessel

forming a division of the flotilla, and arrived after dark at the railroad crossing, twenty-five miles above the fort, having on the way destroyed a small amount of camp equipage abandoned by the flying rebels. The draw of the bridge was found closed, and the machinery for turning it disabled. About a mile and a half above were several rebel transport steamers escaping up stream.

A party was landed, and in one hour I had the satisfaction to see the draw open. The Taylor being the slowest of the gunboats, Lieutenant Commanding Gwin landed a force to destroy a portion of the railroad track and to secure such military stores as might be found, while I directed Lieutenant Commanding Shirk to follow me with all speed in chase of the fleeing boats. In five hours this boat succeeded in forcing the rebels to abandon and burn three of their boats loaded with military stores. The first one fired (Samuel Orr) had on board a quantity of submarine batteries, which very soon exploded. The second one was freighted with powder, cannon, shot, grape, balls, &c. Fearing an explosion from the fired boats—there were two together—I had stopped at a distance of one thousand yards; but even there our skylights were broken by the concussion, the light upper deck was raised bodily, doors were forced open, and locks and fastenings everywhere broken.

The whole river, for half a mile round about, was completely "beaten up" by the falling fragments and the shower of shot, grape, balls, &c. The house of a reported Union man was blown to pieces, and it is suspected there was design in landing the boats in front of the doomed home. The Lexington having fallen astern, and being without a pilot on board, I concluded to wait for both of the boats to come up. Joined by them, we proceeded up the river. Lieutenant Commanding Gwin had destroyed some of the trestle-work at the end of the bridge, burning with them a lot of camp equipage. I. N. Brown, formerly a lieutenant in the navy, now signing himself "Lieut. C. S. N.," had fled with such precipitation as to leave his papers behind. These Lieutenant Commanding Gwin brought away, and I send them to you, as they give an official history of the rebel floating preparations on the Mississippi, Cumberland, and Tennessee. Lieutenant Brown had charge of the construction of gunboats.

At night on the 7th we arrived at a landing in Hardin county, Tennessee, known as Cerro Gordo, where we found the steamer Eastport being converted into a gunboat. Armed boat crews were immediately sent on board, and search made for means of destruction that might have been devised. She had been scuttled and the suction-pipes broken. These leaks were soon stopped. A number of rifle shots were fired at our vessels, but a couple of shells dispersed the rebels. On examination I found that there were large quantities of timber and lumber prepared for fitting up the Eastport; that the vessel itself—some 280 feet long—was in excellent condition, and already half-finished; considerable of the plating designed for her was lying on the bank, and everything at hand to complete her. I therefore directed Lieutenant Commanding Gwin to remain with the Taylor to guard the prize and to load the lumber, &c., while the Lexington and Conestoga should proceed still higher up.

Soon after daylight on the 8th we passed Eastport, Mississippi; and at Chickasaw, further up, near the State line, seized two steamers, the Sallie Wood and Muscle—the former laid up, and the latter freighted with iron destined for Richmond and for rebel use. We then proceeded on up the river, entering the State of Alabama, and ascending to Florence at the foot of the Muscle Shoals. On coming in sight of the town three steamers were discovered, which were immediately set on fire by the rebels. Some shots were fired from the opposite side of the river below. A force was landed, and considerable quantities of supplies, marked "Fort Henry," were secured from the burning wrecks. Some had been landed and stored. These I seized, putting such as we could bring away on our vessels, and destroying the remainder. No flats or other craft

could be found. I found, also, more of the iron and plating intended for the Eastport.

A deputation of citizens of Florence waited upon me, first desiring that they might be made able to quiet the fears of their wives and daughters with assurances from me that they would not be molested; and secondly, praying that I would not destroy their railroad bridge. As for the first, I told them we were neither ruffians nor savages, and that *we were there to protect from violence and to enforce the law;* and with reference to the second, that if the bridge were away we could ascend no higher, and that it could possess no military importance, so far as I saw, as it simply connected Florence itself with the railroad on the south bank of the river.

We had seized three of their steamers—one the half-finished gunboat—and had forced the rebels to burn six others loaded with supplies; and their loss, with that of the freight, is a heavy blow to the enemy. Two boats are still known to be on the Tennessee, and are doubtless hidden in some of the creeks, where we shall be able to find them when there is time for the search. We returned, on the night of the 8th, to where the Eastport lay. The crew of the Taylor had already gotton on board of the prize an immense amount of lumber, &c. The crews of the three boats set to work to finish the undertaking, and we have brought away probably 250,000 feet of the best quality of ship and building lumber, all the iron, machinery, spikes, plating, nails, &c., belonging to the rebel gunboats, and I caused the mill to be destroyed where the lumber had been sawed.

Lieutenant Commanding Gwin had, in our absence, enlisted some twenty-five Tennesseeans, who gave information of the encampment of Colonel Drew's rebel regiment at Savannah, Tennessee. A portion of the six or seven hundred men were known to be "pressed" men, and all were badly armed. After consultation with Lieutenants Commanding Gwin and Shirk, I determined to make a land attack upon the encampment. Lieutenant Commanding Shirk, with thirty riflemen, came on board the Conestoga, leaving his vessel to guard the Eastport, and, accompanied by the Taylor, we proceeded up to that place, prepared to land 130 riflemen and a twelve-pounder rifle howitzer. Lieutenant Commanding Gwin took command of this force when landed, but had the mortification to find the camp deserted.

The rebels had fled at 1 o'clock in the night, leaving considerable quantities of arms, clothing, shoes, camp utensils, provisions, implements, &c., all of which were secured or destroyed, and their winter quarters of log huts were burned. I seized, also, a large mail-bag, and send you the letters giving military information. The gunboats were then dropped down to a point where arms, gathered under the rebel "press-law," had been stored, and an armed party, under Second Master Goudy, of the Taylor, succeeded in seizing about seventy rifles and fowling-pieces. Returning to Cerro Gordo, we took the Eastport, Sallie Wood, and Muscle in tow, and came down the river to the railroad crossing. The Muscle sprang a leak, and all efforts failing to prevent her sinking, we were forced to abandon her, and with her a considerable quantity of fine lumber. We are having trouble in getting through the draw of the bridge here.

I now come to the, to me, most interesting portion of this report—one which has already become lengthy; but I must trust you will find some excuse for this in the fact that it embraces a history of labors and movements, day and night, from the 6th to the 10th of the month, all of which details I deem it proper to give you. *We have met with the most gratifying proofs of loyalty everywhere across Tennessee and in the portions of Mississippi and Alabama we visited. Most affecting instances greeted us almost hourly. Men, women, and children several times gathered in crowds of hundreds, shouted their welcome, and hailed their national flag with an enthusiasm there was no mistaking; it was genuine and heartfelt.* Those people braved everything to go to the river

bank, where a sight of their flag might once more be enjoyed, and they have experienced, as they related, every possible form of persecution. Tears flowed freely down the cheeks of men as well as of women, and there were those who had fought under the stars and stripes at Moultry who in this manner testified to their joy.

This display of feeling and sense of gladness at our success, and the hopes it created in the breasts of so many people in the heart of the confederacy, astonished us not a little, and I assure you, sir, I would not have failed to witness it for any consideration. I trust it has given us all a higher sense of the sacred character of our present duties. I was assured at Savannah that of the several hundred troops there more than one-half, had we gone to the attack in time, would have hailed us as deliverers, and gladly enlisted with the national force.

In Tennessee the people generally, in their enthusiasm, braved secessionists and spoke their views freely; but in Mississippi and Alabama what was said was guarded. "*If we dared express ourselves freely, you would hear such a shout greeting your coming as you never heard.*" "We know there are many Unionists among us, but a reign of terror makes us afraid of our shadows." We were told, too, "Bring us a small organized force, with arms and ammunition for us, and we can maintain our position and put down rebellion in our midst." There were, it is true, whole communities who, on our approach, fled to the woods; but these were where there was less of the loyal element, and where the fleeing steamers in advance had spread tales of our coming with firebrands, burning, destroying, ravishing, and plundering.

The crews of these vessels have had a very laborious time, but have evinced a spirit in the work highly creditable to them. Lieutenants Commanding Gwin and Shirk have been untiring, and I owe to them and to their officers many obligations for our entire success.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant Commanding, United States Navy.

Flag-Officer A. H. FOOTE, U. S. N.,
Commanding Naval Forces Western Waters.

Flag-Officer Foote's report of attack on Fort Donelson, February 14, *with list of casualties.*

FLAG-SHIP ST. LOUIS,
Near Fort Donelson, Cumberland River, February 15, 1852.

SIR: I have the honor to report to the department that, at the urgent request of Major General Halleck and General Grant, who regarded the movement as a military necessity, although not, in my opinion, properly prepared, I made an attack on Fort Donelson yesterday, the 14th instant, at 3 o'clock p. m., with four iron-clad and two wooden gunboats, the St. Louis, Carondelet, Louisville, and Pittsburg, and the Taylor and Conestoga. After a severe fight of an hour and a half, being, in the latter part of the action less than four hundred yards from the fort, the wheel of this vessel, by a shot through her pilot-house, was carried away; the tiller-ropes of the Louisville were also disabled by a shot, which rendered the two boats wholly unmanageable, and they drifted down the river, the relieving tackles not being able to steer or control them in the rapid current. The two remaining boats, the Pittsburg and Carondelet, were also greatly damaged between wind and water, and soon followed us as the enemy rapidly renewed the fire as we drifted helplessly down the river. This vessel, the St. Louis, alone received fifty-nine shots, four of them between wind and

water; one in the pilot-house, mortally wounding the pilot; and others, requiring some time to put her in repair. There were fifty-four killed and wounded in this attack, which, notwithstanding our disadvantages, we have every reason to suppose would, in fifteen minutes more, could the action have been continued, have resulted in the capture of the two forts bearing upon us. The enemy's fire had materially slackened, and he was running from his batteries, when the two gunboats helplessly drifted down the river from disabled steering apparatus, as the relieving tackles could not control the helm in the strong current, when the fleeing enemy returned to their guns and again boldly reopened fire upon us from the river batteries which we had silenced.

The enemy must have brought over twenty heavy guns to bear upon our boats from the water batteries and the main fort on the side of the hill, while we could only return the fire with twelve bow-guns from the four boats. One rifle gun aboard the Carondelet burst during the action.

The officers and men in this hotly-contested but unequal fight behaved with the greatest gallanty and determination, all deploring the accident which rendered two gunboats suddenly helpless in the narrow river and swift current.

On consultation with General Grant and my own officers, as my services, until we can repair damages by bringing up a competent force from Cairo to attack the fort, are much less required here than they are at Cairo, I shall proceed to that point with two of the disabled boats, leaving the two others here to protect the transports, and, with all despatch, prepare the mortar boats and the Benton, with other boats, to make an effectual attack upon Fort Donelson.

I have sent the Taylor to the Tennessee river to render impassable the bridge, so as to prevent the rebels at Columbus re-enforcing their army at Fort Donelson. I am informed that the rebel batteries were served with the best gunners from Columbus. I transmit herewith a list of casualties.

Very respectfully, your obedient servant,

A. H. FOOTE,

Flag-Officer, Commanding United States Naval Forces, Western Waters.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Casualties.

St. Louis.—Killed: Charles W. Baker, ship's cook; F. A. Riley, pilot. Wounded: Flag-Officer A. H. Foote; R. G. Baldwin, pilot; Charles Smith, boatswain's mate; R. H. Medill, carpenter; Antonio Calderio, Thomas Kirkham, W. S. Coon, and Jno. Thompson, seamen.

Carondelet.—Killed: Albert Richardson, Joseph G. Laycock, Albert Markham, and William Duff, seamen. Wounded: William Hinton, pilot, (since dead;) Samuel Brooks, 2d assistant engineer; John Doherty, second master; Thomas Brown, captain of gun; Richard Mahoney, quartermaster; Jno. McBride, ship's cook; Owen Canty, James Plant, James Brown, Patrick Laughlin, Edward Green, Owen Conly, Henry Smith, Patrick Sullivan, John Owen, Willian B. Roney, James McFadden, Jno. Diamond, Amos Dutch, Richard O'Brien, William Johnson, Patrick O'Brien, William Thielman, Benjamin Edger, Henry Anderson, Daniel F. Charles, John Doughty, John Murphy, John McConnell, seamen.

Pittsburg.—Wounded: Charles Merwin and George Smith, seamen.

Louisville.—Killed: James Curtiss, E. W. Avilla, Charles Billips, and John Williams, seamen. Wounded: Michael Kelley, E. S. Collins, William Higgins, John Paul, Charles Might.

Flag-Officer Foote reports leaving for Clarksville, &c.

CAIRO, *February* 17, 1862.

SIR: I forwarded a despatch this morning, announcing the fall or capture of Fort Donelson by the army.

I leave immediately, with a view of proceeding to Clarksville with eight mortar boats and two iron-clad boats, with the Conestoga. (wooden boat,) as the river is rapidly falling. The other iron-clad boats are badly cut up and require extensive repairs. I have sent one of the boats already since my return, and ordered a second to follow me, which with eight mortar boats I hope to carry Clarksville.

I have no further information than that communicated by telegram this morning. Enclosed are papers from Commanders Walke and Dove, referring to matters the day before and the day after an attack upon Fort Donelson, which fort we sadly disabled in the fight of the 14th.

My foot is much inflamed; but with care, the surgeon considers, will soon be better, as I have two days' rest on board the Conestoga, before reaching Clarksville. I leave Fleet-Captain Pennock in charge, who is performing excellent service; but we are sadly in want of men. I have ordered 150 carpenters to repair damages.

The department will please excuse this hasty communication, as I must leave immediately, and every moment of my time is occupied.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE, *Flag-Captain.*

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—I have ordered Lieutenant Sanford, on his return with the ammunition steamers now at Cincinnati, to inform the ordnance department of the loss or disabling of one gun and gun-carriage. Please inform that department.

A. H. F.

UNITED STATES GUNBOAT CARONDELET,
Near Fort Donelson, Cumberland River, February 15, 1862.

SIR: I arrived here (towed by the Alps) on the 12th instant, about 11.20 a. m., and seeing or hearing nothing of our army, I threw a few shell into Fort Donelson to announce my arrival to General Grant, as he had previously desired. I then dropped down the river a few miles and anchored for the night, awaiting General Grant's arrival. On the morning of the 13th instant I weighed anchor and came again to this place, when I received a despatch from General Grant, notifying me of his arrival the *day before*, "and succeeded in getting position almost entirely investing the enemy's works. Most of our batteries (he writes) are established, and the remainder soon will be. If you will advance with your gunboats at 10 o'clock a. m., we will be ready to take advantage of our division in our favor." I immediately complied with these instructions by throwing some 139 15″ and 10″ shell into the fort, receiving, in return, the enemy's fire from all their batteries, most of their shot passing over us, and but two striking us, one of which was a 128-pound solid. It passed through our port casemate forward, glancing over our barricade at the boilers, and again over the steam-drum, it struck and bursting our steam-heater, fell into the engine-room without striking any person, although the splinters wounded slightly some half dozen of the crew. I then dropped down to this anchorage, but the sound of distant

firing being heard, we again attacked the fort throwing in some 45 shell and receiving but little damage.

I returned to this place to wait for further orders, when I received a second despatch from General Grant that you were expected in the following morning.

I am, sir, most respectfully, your obedient servant,

H. WALKE,
Commander, United States Navy.

Flag-Officer A. H. FOOTE,
Commanding United States Naval Forces, Western Waters, Cairo, Ill.

UNITED STATES GUNBOAT LOUISVILLE,
Off Dover, February 16, 1862.

SIR: At 2½ p. m., yesterday, shortly after your departure, I received the enclosed despatch (No. 1) from General Grant.

It seemed of so much importance for us to keep up a show of force that I decided not to accompany the Pittsburg down the river. I immediately went on board the Carondelet and St. Louis, to see their condition and consult with their commanders.

The Carondelet could not well be moved, but I ordered up the St. Louis and followed up with this vessel. The St. Louis threw a few shells, and towards dark both vessels returned to their former anchorage.

At 8½ p. m., yesterday, I received the despatch marked No. 2, and early this morning went on board the vessels to give instructions. The condition of the Carondelet's wounded would not allow them to be moved or the guns to be used. I sent my own and those of the St. Louis on board of one of the transports, and got under way, steaming up towards the batteries at Fort Donelson, both vessels cleared for action.

On approaching near enough, two white flags were seen flying from the upper one. I then stopped the gunboats and proceeded in the tug, with a white flag flying, and landed at the foot of the hill below the fort. I was met by a major, who offered me his sword, which I declined to receive, thinking it most proper to consult with General Grant. I took the major on board the tug, and proceeded up to General Buckner's headquarters, where I found General Wallace and his aids. General Grant arrived about half an hour afterwards. The fort had surrendered, but what the conditions were I was not officially informed.

The transports are all up at Dover, to receive the prisoners. The Carondelet, being most disabled of the gunboats, will go down this afternoon.

I will remain here with this vessel and the St. Louis until further orders, or until the fall of the river compels me to go down. The St. Louis will make a short reconnoissance up the river, at General Grant's suggestion, this afternoon. This vessel will remain off the town.

The Graham arrived to-day with the mortar and gunboat ammunition.

Very respectfully, your obedient servant,

BENJ. M. DOVE, *Commander.*

Flag-Officer A. H. FOOTE,
Commanding Mississippi Flotilla.

Flag-Officer Foote's report of contemplated reconnoissance to Columbus, February 23, enclosing telegram and proclamation.

FLAG-STEAMER CONESTOGA, *February* 22, 1862.

SIR: After having telegraphed for several hours with General Cullum, the chief of General Halleck's staff here, and finding that nothing definite could be ascertained, I ran down here; and to-morrow morning, at 6 o'clock, I go down with General Cullum, and four gunboats and two mortar boats, on an armed reconnoissance to Columbus, to see the condition of things at that point. I am excessively hurried to get ready, and please excuse this letter. I send copy of my first telegram.

I have the honor to be, &c.,

A. H. FOOTE, *Flag-Officer.*

Hon. GIDEON WELLES,
Secretary of the Navy.

I enclose copy of a telegram sent you yesterday. A. H. F.

UNITED STATES FLAG-STEAMER CONESTOGA,
Clarksville, Tenn., February 20, 1862.

We have possession of Clarksville. The citizens being alarmed, two-thirds of them have fled, and, having expressed my views and intentions to the mayor and Hon. Cave Johnson, at their request I have issued a proclamation assuring all peaceably-disposed persons that they may with safety resume their business avocations, requiring only the military stores and equipments to be given up, and holding the authorities responsible that this shall be done without reservation.

I left Fort Donelson yesterday, with the Conestoga, Lieutenant Commanding Phelps, and the Cairo, Lieutenant Commanding Bryant, on an armed reconnoissance, bringing with me Colonel Webster, of the engineer corps, and chief of General Grant's staff, who, with Lieutenant Commanding Phelps, took possession of the principal fort and hoisted the Union flag. A Union sentiment manifested itself as we came up the river. The rebels have retreated to Nashville, having set fire, against the remonstrances of the citizens, to the splendid railroad bridge across the Cumberland river.

I return to Fort Donelson to-day for another gunboat and six or eight mortar boats, with which I propose to proceed up the Cumberland. The rebels all have a terror of the gunboats. One of them, a short distance above Fort Donelson, had previously fired an iron rolling mill belonging to Hon. John Bell, which had been used by the rebels.

A. H. FOOTE,
Flag-Officer, Commanding Naval Forces, Western Waters.

Hon. GIDEON WELLES,
Secreta y of the Navy.

PROCLAMATION

To the inhabitants of Clarksville, Tennessee.

At the suggestion of the Hon. Cave Johnson, Judge Wisdom, and the mayor of the city, who called upon me yesterday, after our hoisting the Union flag and taking possession of the forts, to ascertain my views and intentions to-

wards the citizens and private property, I hereby announce to all peaceably-disposed persons that neither in their persons nor in their property shall they suffer molestation by me or the naval force under my command, and that they may in safety resume their business avocations with the assurance of my protection.

At the same time I require that all military stores and army equipments shall be surrendered, no part of them being withheld or destroyed; and further, that no secession flag, or manifestation of secession feeling, shall be exhibited; and for the faithful observance of these conditions I shall hold the authorities of the city responsible.

ANDREW H. FOOTE,
Flag-Officer, Commanding Naval Forces, Western Waters.

U. S. FLAG-STEAMER CONESTOGA,
Clarksville, Tenn., February 20, 1862.

Flag-Officer Foote to General Cullum about moving on Nashville.

PADUCAH, *February* 21, 1862.

General Grant and myself consider this a good time to move on Nashville. Six mortar boats and two iron-clad steamers can precede the troops and shell the forts. We were about moving for this purpose, when General Grant, to my astonishment, received a telegram from General Halleck, "Not to let the gunboats go higher than Clarksville." No telegram was sent to me.

The Cumberland is in a good stage of water, and General Grant and I believe we can take Nashville. Please ask General Halleck if we shall do it. We will talk per telegraph, Captain Phelps representing me in the office, as I am still on crutches.

A. H. FOOTE, *Flag-Officer.*

General CULLUM, *Cairo.*

Flag-Officer Foote reports result of reconnoissance to Columbus, Ky., February 23, 1862.

UNITED STATES FLAG-STEAMER CINCINNATI,
Mississippi River, near Columbus, Ky., February 23, 1862.

SIR: I have the honor to report that, in company with General Cullum, chief of General Halleck's staff, with four iron-clad boats, two mortar boats, and three transports, containing one thousand men, I made this day a reconnoissance in force towards Columbus to ascertain its condition; and when near the batteries a flag of truce came out to communicate with us, the result of which will be seen in the enclosed papers. The object of the reconnoissance being attained, and finding that fire from the mortars would lead the enemy to plant guns where they could reach them with their batteries should we again open upon them with a larger number of mortars, I concluded to return to Cairo; and there we must remain until the gun and mortar boats are completed, as otherwise the flotilla will be demoralized for want of time and means to properly prepare for active service. The army will not move without gunboats, yet the gunboats are not in condition to act offensively at present. On this subject I

will soon write more fully. A telegram will be sent the department on my arrival at Cairo, referring to the events of to-day.

I have the honor to be your obedient servant,

A. H. FOOTE,
Flag-Officer, &c.

Hon. GIDEON WELLES,
Secretary of the Navy.

P. S.—Columbus evinces no signs of an evacuation or dismounting guns. The batteries seem to be intact, and we saw great numbers of tents and troops.

A. H. F.

HEADQUARTERS FIRST DIVISION WESTERN DEPARTMENT,
Columbus, Ky., February 22, 1862.

Presuming you would be willing to reciprocate the courtesy shown to the families of officers of the United States army, after the battle of Belmont, in allowing them to visit those officers who were prisoners within my lines, I take the liberty of sending up, under a flag of truce, the families of several of our officers who were captured at Donelson. These are the families of General Buckner, Colonels Hawson and Medeira. They are accompanied by Colonel Russell, Mr. Vance, and Stockdale as escorts; also by Mr. Mass.

Hoping you may find it convenient to send these ladies forward to their husbands, I have the honor to remain, respectfully, your obedient servant,

L. POLK,
Major General Commanding.

The COMMANDING OFFICER UNITED STATES FORCES, *Cairo, Ill.*

UNITED STATES FLAG-STEAMER CINCINNATI,
Mississippi River, near Columbus, Ky., February 23, 1862.

GENERAL: Your letter of the 22d instant, received to-day by the hands of Captain Blake under a flag of truce, *nearly within range of your guns, and in the presence of our armed forces,* at half-past twelve o'clock to-day, will be answered to-morrow by a flag of truce at the same point of the river at which this was received.

Very respectfully, your obedient servant,

ANDREW H. FOOTE,
Flag-Officer Commanding Naval Forces, Western Waters.
GEO. W. CULLUM, *Brig. Gen.,*
Chief of Staff and Engineers, Department of Missouri.

Major General L. POLK,
Commanding at Columbus, Ky.

Lieutenant Commanding Bryant to Flag-Officer Foote, reporting arrival at Nashville, February 25, 1862.

GUNBOAT CAIRO,
Nashville, Tennessee, February 25, 1862.

SIR: Uncertain that my letter of the 23d reached you, I repeat that I departed from Clarksville for this point by the request of Brigadier General

Smith, commanding at Clarksville, and arrived here this morning, preceding seven steamboats, conveying an army commanded by Brigadier General Nelson. The troops landed without opposition. The banks of the river are free from any hostile force. The railroad and suspension bridges here are destroyed.

Very respectfully, your obedient servant,

N. C. BRYANT,
Lieutenant Commanding.

Flag-Officer A. H. FOOTE,
Commanding Flotilla, &c.

Flag-Officer Foote encloses reports of Lieutenants Commanding Gwin and Shirk of attack on Pittsburg, Tennessee, March 1, 1862.

CAIRO, *March* 3, 1862.

SIR: I have the honor to forward reports made to me by Lieutenants Commanding Gwin and Shirk, of the gunboats Tyler and Lexington, a synopsis of which I telegraphed to you immediately on their receipt. I cannot too highly commend the cautious, judicious, and bold conduct of Lieutenant Commanding Gwin and his command in the service. I have assigned him on the Tennessee river. I regret it is not in my power to go up the Tennessee in person; but the more important attack upon Columbus to-morrow with five gunboats, four mortar boats, in charge of Lieutenant Commanding Phelps, and the regiments, render my presence at that point absolutely necessary.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE, *Flag-Officer,*
Comd'g U. S. Naval Forces on the Western Waters.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES GUNBOAT TAYLOR,
Savannah, Tennessee, March 1, 1862.

SIR: Having learned that the rebels had occupied and were fortifying a place called Pittsburg, nine miles above, on the right bank of the river, (the best point in the river for that purpose,) I determined to attack them.

At 12 m. the Taylor, followed by the Lexington, Lieutenant Commanding Shirk, proceeded up the river. When within twelve hundred yards of Pittsburg we were opened upon by the rebel batteries, consisting, as well as we could determine, of six or eight field-pieces, some rifled. Getting within one thousand yards, the Taylor and Lexington opened a well-directed fire, and we had the satisfaction of silencing their batteries.

We then proceeded abreast of the place, and, under the cover of grape and canister, landed two armed boats from each vessel, containing, besides their crews, a portion of company "C," Captain Thaddeus Phillips, and company "K," First Lieutenant Jno. T. Rider, of the 32d regiment Illinois volunteers, (sharpshooters.) Second Master Jason Goudy commanded the boats of the Taylor, and Second Master Martin Dunn commanded the boats of the Lexington. The landing was successfully accomplished; and this small force actually drove back the rebels and held them in check until they accomplished their difficult object, which was to discover their real strength and purpose, and to destroy a house in close proximity to where the batteries had been placed.

I found that, in addition to their artillery, they had a force of not less than two regiments of infantry and a regiment of cavalry. In conclusion, I have to state that the result was entirely satisfactory. Their batteries were silenced in a short time, the landing was effected, the house destroyed, and we discovered from their breastworks that they were preparing to fortify strongly this point.

Too much praise cannot be given to Lieutenant Commanding Shirk for the efficient manner in which his vessel was handled. My thanks are due to Captain Phillips, Lieutenant Rider, and their men, for the gallant manner in which, in the face of the enemy, they charged up the hill, drove back and held in check the rebels, until the boats' crews had effected the destruction of the house designated. The officers and men of this vessel behaved with the greatest spirit and enthusiasm. Much praise is due to First Master Edward Shaw and Third Master James Martin for the efficient manner in which the batteries were worked. I would particularly call your attention to the gallant conduct of Second Master Jason Goudy, in charge of the boats in shore, who succeeded in destroying the house under such heavy fire, and Gunner Hermann Peters, in charge of the howitzer, who displayed the greatest coolness and courage, although exposed to the whole fire of the enemy, all but one of his men having been wounded. My thanks are also due to Pilots Herier and Sebastian for their coolness under such a tremendous fire of musketry, our vessel being perfectly riddled with balls. My aid, Acting Paymaster Wm. B. Coleman, rendered me valuable assistance during the action.

I have sent Lieutenant Commanding Shirk to Cairo with the transport Izetta, loaded with the balance of the wheat I left at Clifton. I shall remain about here, paying Pittsburg a daily visit, which I hope will prevent the rebels from accomplishing their object. Captain Shirk will lay before you the importance of keeping open this as well as all other points above here.

I have learned from reliable authority that the rebels have some 4,000 troops in Florence, 5,000 or 6,000 in and about Eastport and Iuka, (near Bear Creek bridge,) and that they are fortifying in that vicinity. You will therefore see the necessity of my remaining here.

We expended ninety-five shells, thirty stand of grape, ten of canister, and sixty-seven rounds of shrapnell, grape, &c., from howitzer.

Enclosed is the report of casualties, by Acting Assistant Surgeon T. H. Kearney, to whom I am indebted for his unremitting attention to the wounded. I feel confident that we inflicted a severe loss on the enemy, as several bodies were seen on the ground, and many seen to fall. I also enclose Lieutenant Commanding Shirk's report.

Hoping that my course will meet your approbation, I have the honor to be, &c.,

WM. GWIN,

Lieut. Commanding Division of Gunboats on Tennessee River.

Flag-Officer A. H. FOOTE,

Commanding Naval Forces in Western Waters.

List of casualties sustained in the action at Pittsburg, Tennessee, March 1, 1862.

On the gunboat Taylor: Pleasant Gilbert, seaman, gunshot wound of leg, necessitating amputation of the limb; Crawford T. Hill, seaman, gunshot wound of forearm; John Matthews, seaman, gunshot (flesh) wound of shoulder, slight; G. W. Shull, seaman, gunshot wound of back, slight; Robert Bell, seaman, gunshot wound of arm (flesh) and chest, not penetrating.

In detachment of thirty-second regiment of Illinois volunteers (company C)

carried on board: Captain Phillips, gunshot wound of leg, flesh; Daniel Messick, orderly sergeant, killed.

Respectfully,

THOS. H. KEARNEY,
Assistant Surgeon, U. S. Gunboat Service.

Lieutenant Commanding W. GWIN.

UNITED STATES GUNBOAT LEXINGTON,
Savannah, Tennessee, March 1, 1862.

SIR: In company with the gunboat Taylor, Lieutenant Commanding Gwin, I this day proceeded in this vessel up the river to a landing on the west side, called Pittsburg, distant about nine miles from this place.

When we had arrived within twelve or thirteen hundred yards of Pittsburg we were fired upon by a rebel battery, consisting, as well as I could judge, of six or eight field-pieces, one of which, at least, was rifled. We returned their fire with shell, which were exceedingly well directed, and continued until after their guns were silenced.

By order of Lieutenant Commanding Gwin, I despatched on shore two armed boats, in charge of Second Master Martin Dunn, containing, in addition to their own proper crews, a detachment of company K, thirty-second regiment Illinois volunteers, commanded by First Lieutenant John T. Rider, with orders to follow the motions of the Taylor's boats. While the boats were being landed we kept up a steady fire of grape and shell, raking the side of the hill.

The landing party having accomplished their object and being met by a much superior force, retired, receiving in their retreat a terrific fire of musketry. The enemy also fired several volleys of musketry at the gunboats, and then retired back from the brow of the hill. After the boats returned, we gave the rebels a few more shell, and, receiving no answer, we dropped down the river to this place.

My men report having seen several dead rebels upon the hill, and I myself saw a shell from this vessel, after the return of the boats, take effect upon a field officer, emptying his saddle, and dropping three foot soldiers.

I cannot speak in too high terms of the gallantry, good discipline, and patriotic spirit evinced by the officers and men whom I have the honor to command. For the efficient services of himself and his command I am greatly indebted to First Lieutenant John T. Rider, company K, 32d regiment Illinois volunteers.

I regret to have to report the following casualties, viz: James Sullivan, seaman, killed; Patrick Sullivan and Thomas M. Borland, seamen, missing; John Hines, corporal company K, 32d regiment Illinois volunteers, missing. James Sullivan was seen to fall upon the field shot through the breast.

During the action there were expended forty-five eight-inch shell, twenty-five six-inch shell, and sixteen stand of grape.

Two rifles and one musket are missing. They are those taken by the unfortunate men whom we have lost.

I have the honor to be, sir, your most obedient servant,

JAMES W. SHIRK,
Lieutenant Commanding.

Flag-Officer A. H. FOOTE,
Commanding U. S. Naval Forces, Cairo, Illinois.

Flag-Officer Foote reports the evacuation of Columbus, March 1, 1862.

CAIRO, *March* 1, 1862.

SIR: Lieutenant Commanding Phelps, sent with a flag of truce to-day to Columbus, has this moment returned, and reports that Columbus is being evacuated. He saw the rebels burning their winter quarters and removing their heavy guns on the bluffs, but the guns in the water batteries remain intact. He also saw a large force of cavalry drawn up ostentatiously on the bluffs, but no infantry were to be seen as heretofore, and the encampment seen in our armed reconnoissance a few days since has been removed. Large fires were visible in the town of Columbus and upon the river banks below, indicating the destruction of the town, military stores, and equipments.

I shall consult General Cullum, and we shall probably proceed to Columbus, with the force we have ready, soon after daylight. General Polk informs us that he will send a flag of truce at meridian to-morrow to the point where the flags of truce met to-day, in reference to which we shall be governed according to circumstances. But as General Cullum has not been fully consulted, I can give no particular information of our movements to-morrow.

I have the honor to be, &c.,

A. H. FOOTE,
Flag-Officer.

Hon. GIDEON WELLES,
Secretary of the Navy.

Flag-Officer Foote reports fall of Columbus, and his purpose to proceed to New Madrid.

UNITED STATES FLAG-STEAMER CINCINNATI,
Columbus, March 4, 1862.

SIR: I have the honor to forward a copy of the telegram sent to the department to-day announcing the fall of Columbus.

The fleet not being in a condition to proceed down to Island No. 10 and to New Madrid where the rebels are represented as fortifying, I leave for Cairo immediately to make the necessary preparation for going down the river with a suitable force of gunboats and mortar boats in a proper condition for effective service. I am fully impressed with the importance of proceeding to New Madrid as soon as possible, where General Pope has arrived with 10,000 men; but such is the condition of my command that I shall decline moving, as I informed Generals Sherman and Cullum, unless I am ordered to do so by the Secretary of the Navy, as I must be the judge of the condition of the fleet, and when it is prepared for the service required.

It is due to Commander Pennock, the fleet-captain, and to Mr. Sanford, the ordnance officer of the flotilla, to say to the department that these efficient officers earnestly entreated me to permit them to go on this expedition, as well as up the Tennessee and Cumberland rivers; but their services in preparing the gun and mortar boats at Cairo being absolutely necessary, I reluctantly denied their application from a sense of duty to the government, yet their services should be regarded as equally important to the great object of the expedition as if they had participated personally in the different actions.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer, Commanding Naval Forces, &c.

Hon. GIDEON WELLES,
Secretary of the Navy.

COLUMBUS, KENTUCKY, *March* 4, 1862.

SIR: Columbus is in our possession. My armed reconnoissance, on the 2d instant, caused a hasty evacuation—the rebels leaving quite a number of guns and carriages, ammunition, and a large quantity of shot and shell, a considerable number of anchors, and the remnant of the chain lately stretched across the river, with a large number of torpedoes. Most of the huts, tents, and quarters are destroyed.

The works are of very great strength, consisting of formidable tiers of batteries on the water side, and on the land side surrounded by a ditch and abattis.

General Sherman, with Lieutenant Commanding Phelps, not knowing that the works were last evening occupied by four hundred of the Second Illinois cavalry, on a scouting party sent by General Sherman from Paducah, made a bold dash to the shore under the batteries, hoisting the American flag on the summit of the bluff, greeted by the hearty cheers of our brave tars and soldiers.

The force consisted of six gunboats, four mortar boats, and three transports, having on board two regiments and two battalions of infantry, under command of Colonel Buford—General Cullum and General Sherman being in command of the troops. The former, leaving a sick bed to go ashore, discovered what was evidently a magazine on fire at both extremities, and immediately ordered the train to be cut, and thus saved the lives of the garrison.

While I cannot express too strongly my admiration of the gallantry and wise counsels of this distinguished aid and engineer of General Halleck, (General Cullum,) I must add that Commanders Dove, Walke, and Stembel, and Lieutenants Commanding Paulding, Thompson, Shirk, and Phelps, the latter being in command of the mortar division, assisted by Lieutenant Sanford, of the ordnance department of the United States army, nobly performed their duty.

I have my flag on board the Cincinnati, commanded by the gallant Commander Stembel. General Sherman remains temporarily in command at Columbus.

A. H. FOOTE, *Flag-Officer.*

Hon. GIDEON WELLES,
Secretary of the Navy.

Flag-Officer Foote forwards report of Lieutenant Commanding Gwinn, of the gunboat Taylor, March 5, 1862, *communicating important information.*

CAIRO, *March* 6, 1862.

SIR: I have the honor to forward a report just received from Lieutenant Commanding Gwinn, of the Taylor, communicating important information, which, with a telegram just received from General Grant, commanding at Fort Henry, stating that the rebels were fortifying Savannah, on the Tennessee river, and calling for an additional gunboat, has been communicated to General Halleck. I shall probably send an additional gunboat, making three boats on that river.

The Assistant Secretary of War is now in my office, and is informed of the state of things, and we shall be able to meet the demands, I trust, by having a force at hand sufficient to prevent any fortifications being erected on the Tennessee as far up as the stage of water will permit the gunboats to ascend the river.

I have the honor to be, very respectfully, &c.,

A. H. FOOTE, *Flag-Officer.*

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES GUNBOAT TAYLOR,
Cairo, Illinois, March 5, 1862.

SIR: I have returned from up the Tennessee, having left Pittsburg (the place of our late engagement) last night. The enemy has not renewed his attempt to fortify. I watched the point closely, and yesterday landed under a flag of truce, which was allowed to go a mile from the river before being stopped by their pickets. No sign of a renewed attempt could be discovered.

In my report of the engagement I stated that I felt confident the enemy had suffered severely. I can now report that on the morning after the engagement (Sunday) nine dead bodies and one hundred wounded—many of them mortally—were counted in their camp, which had been removed, the evening of the engagement, three miles back of the river. Some tents, where they were carrying badly wounded men, they would not allow any one to visit; they were still bringing in wounded.

There is no doubt of the correctness of the above. It was reported that they buried fifteen the evening of the engagement. I think I can safely put their loss down at twenty killed and one hundred wounded. Their force engaged on that day was 1,000 infantry (Louisiana) and 500 cavalry, (Mississippi,) besides a battery of six pieces of field artillery. Two guns (32-pounders) were on the ground, but were not mounted.

I have reliable information that the enemy have now at Corinth, Mississippi, eighteen miles from the Tennessee river (Pittsburg) junction of Mobile and Ohio and Memphis and Charleston railroads, fifteen to twenty thousand troops. At Henderson station, eighteen miles from Coffee Landing, Tennessee river, and thirty-five miles by railroad from Corinth, some ten or twelve thousand, and bodies of troops arriving every day, mostly from Columbus and some from Louisiana. At Bear Creek bridge, seven miles back from Eastport, Mississippi, they have from eight to ten thousand, and are fortifying. At Chickasaw, Alabama, I understand they are erecting heavy batteries. This last is not very reliable.

Information received last night near Savannah, Tennessee, from a reliable source, indicates that General Johnson, with all his force, is falling back from Murfreesboro' to Decatur, Alabama, the place where the Memphis and Charleston railroad crosses the Tennessee river, and the junction of the railroad leading from Nashville to that place, showing that they are preparing to send large reinforcements to Bear Creek.

The result of the recent elections in Hardin and McNairy counties, South Tennessee, will prove to you that the Union sentiment is very strong throughout that section of the State. The former gave five hundred majority for the Union candidate out of a poll of one thousand votes. The latter gave two hundred Union majority out of a poll of eighteen hundred votes. The constant cry from them to me is, "Send us arms and a sufficient force to protect us in organizing, and we will drive the secessionists out of Tennessee ourselves."

I have enlisted a few more men; Captain Phillips recruited several for his company. I have captured J. B. Kendrick, of Captain Fitzgerald's company of Tennessee volunteers, who represents himself as a colonel of militia of the State of Tennessee, and Clay Kendrick, private in Captain Fitzgerald's company (Colonel Crew's regiment) Tennessee volunteers.

Very respectfully, &c.,

WILLIAM GWINN,
Lieutenant Commanding.

Flag-Officer A. H. FOOTE, *U. S. N.*,
Commanding Naval Forces, Western Waters.

Lieutenant Commanding Gwinn's report of reconnoissance to Chickasaw, Alabama.

UNITED STATES GUNBOAT TAYLOR,
Pittsburg, March 16, 1862.

SIR: I have the honor to report that in obedience to your orders I reported to General Grant, at Fort Foote, on the 7th instant, and remained at Danville bridge, twenty-five miles above, awaiting the fleet of transports, until Monday morning, by direction of General Grant, when General Smith arriving with a large portion of his command, forty transports, I convoyed them to Savannah, arriving there without molestation on the 11th. The same evening, with General Smith and staff on board, made a reconnoissance of the river as high as Pittsburg. The rebels had not renewed their attempts to fortify at that point, owing to the vigilant watch that had been kept on them in my absence by Lieutenant Commanding Shirk.

The same evening, at 11.45, stood up the river with the Lexington, Lieutenant Commanding Shirk, for the purpose of reaching Eastport by daylight, it having been reported to me that the rebels had erected a battery at Chickasaw, Alabama, one and a half miles above that place. Arriving there at 7.30 this vessel and the Lexington opened fire on the point which had been indicated. The rebels immediately responded. After expending sixty-three shell, having accomplished my object, which was to ascertain the strength of their battery, both vessels retired without any damage having been done on our side. As well as I can judge their battery consists of five pieces—three rifled, and, with the exception of one, I should think, not less than 32-pounders. Both vessels have since been actively employed in convoying transports to and covering the landing of troops at different points above Savannah in this river.

The river is again very high, and rising. The people have given substantial evidence of the strength of the Union sentiment so often expressed to me before in this vicinity, as very many have enlisted in the different regiments. The Taylor is lying at Pittsburg for the protection of General Sherman's division, which has occupied that point. The Lexington is lying at Crump's Landing, protecting the division of General Wallace, which occupies that point. Everything is working favorably for the cause of the Union. Enclosed you will find Lieutenant Commanding Shirk's report.

I have the honor to be, &c.,

WILLIAM GWINN,
Lieutenant Commanding Division of Gunboats, Tennessee river.

Flag-Officer A. H. FOOTE, *U. S. N.*,
Commanding Naval Forces, Western Waters.

Lieutenant Commanding Shirk's report of proceedings, March 15, 1862.

UNITED STATES GUNBOAT LEXINGTON,
Pittsburg, Tennessee, March 15, 1862.

SIR: I have the honor to make the following report of my proceedings since my last arrival in this river.

We reached Savannah on the 6th instant. The next morning I received on board this vessel twenty armed men, refugees from Wayne county, Tennessee, who asked my protection from the rebel marauding cavalry. Six of these men were from a rebel regiment which had been stationed at Clarksville, and had

been told, upon the fall of Fort Donelson, to make the best of their way home. Their arms were those that had been issued at Clarksville. Some of these twenty men have shipped on board this vessel, and the remainder have enlisted in regiments in General Smith's command.

I then proceeded up the river to take a look at this place, and discovered several flags of truce on the hill. I sent a boat to communicate with a rebel officer at the landing, and received a letter from Lieutenant Commanding Gwinn in relation to exchange of prisoners. No work had been done since the bombardment of the place on the 1st instant by the Taylor and this vessel. The nights of the 7th and 8th I lay at Craven's Landing, protecting many Union men from Robinson's rebel cavalry. During the 8th and 9th I conveyed about one hundred and twenty refugees from Craven's and Chalk bluff to Savannah for safety. On the 9th I paid another visit to Pittsburg, having on board Colonel Worthington, of General Smith's advance. On the 10th I took on board some more arms at Chalk bluff. That night I lay opposite Savannah, the transport with the forty-sixth Ohio volunteers lying at the town.

On the 11th the United States gunboat Taylor arrived, followed by General Smith with his command, in sixty-three transport steamers. At midnight this vessel followed the Taylor up the river, to make a reconnoissance, and at 7.20 a. m. on the 12th instant reached Chickasaw, Alabama, where we discovered that the rebels had erected a battery, as had been reported. The two gunboats opened fire upon it at long range, which was returned by the enemy. This vessel expended 25 shell. There were no casualties. The battery consisted of at least five pieces, two or three of which were rifled. One of the latter was a 32-pounder, and had a very great range—great enough to prevent the landing of troops at Eastport. At 11.30 a. m. we reached Savannah again. That evening I convoyed a division of the army, under General Wallace, to Crump's Landing, and lay there that night and the following day and night. This morning I convoyed another division, under General Hurlburt, to this place, and went on with the transport Crescent City to where General Sherman had his command, about 10 miles below Eastport. I returned at 5 p. m., and will await here further orders.

There are no rebel troops near here at present; General Cheatham, who was at Shiloh (three miles back from here) day before yesterday, having gone with his command to Purdy. The river is rising very rapidly, and there is so much back water that General Sherman found it impossible to perform the duty upon which he was sent. General Wallace succeeded, night before last, in destroying about half a mile of the railroad, a few miles north of Purdy. Twelve new made graves have been found upon the hill at this place. The small arms which I have taken from Craven's and Chalk bluff belong to Union men, and I have promised that they should eventually be returned to their owners.

I have the honor to be, &c.,

JAMES W. SHIRK, *Lieutenant Commanding.*

Flag-Officer A. H. FOOTE,
Commanding Naval Forces, &c.

Flag-Officer Foote's report of operations at, and capture of, Island No. 10, *and correspondence connected therewith.*

UNITED STATES FLAG-STEAMER BENTON,
Off Island No. 10, *March* 17, 1862.

SIR: Leaving Cairo on the 14th instant, with seven iron-clad gunboats and ten mortar boats, and being joined at Columbus on the same day by Colonel Buford, in command of some twelve hundred troops, I reached Hickman that even-

ing with the flotillla and transports, when the Louisville, Commander Dove, was found leaking in her boilers, and was sent back to Columbus for repairs.

On the 15th instant, at daylight, the flotilla and transports moved down the river, arriving in the vicinity of Island No. 10 at 9 a. m. The rain and dense fog prevented our getting the vessels in position, other than two mortar boats, for the purpose of ascertaining their range.

Early on the morning of the 16th instant I placed the mortars in as good position as the circumstances would admit, when they shelled several regiments out of their encampments, and, at extreme range, reached the batteries on No. 10, the floating battery, and the five batteries on the Tennessee shore. The mortar boats are in charge of Captain Maynadier, United States army, as ordnance officer, assisted by Acting Lieutenant Commanding J. P. Sandford, United States navy, who volunteered his services.

This morning, the 17th instant, soon after daylight, the mortar boats being in position, I had the Benton lashed between two other steamers, the Cincinnati and St. Louis, and with the remaining iron-clad steamers made an attack on the forts, at a distance of two thousand yards or more, on account of the rapid current, rendering the boats too unmanageable to come within a shorter range, without endangering their being carried under the enemy's guns ; and as a nearer approach would expose the bow and quarter of the vessels, their most vulnerable points, to a fire of six other batteries, mounting forty-three guns. We opened fire on the upper fort on the Tennessee shore at meridian, and continued to give and receive quite a brisk fire from this and also four other batteries on the same shore until darkness obscured the forts from view. The ten mortars, in the meantime, shelled the troops out of range, excepting those manning the batteries.

The upper fort was badly cut up by the Benton and the other boats with her. We dismounted one of their guns, and the men, at times, ran from the batteries.

Colonel Buford has been busily, and, I trust profitably, engaged in making reconnoissances, and is preparing to mount his siege guns.

In the attack of to-day this vessel received four shots; while a rifle gun burst aboard the St. Louis, killing and wounding fifteen, officers and men ; I enclose a list of casualties. The Cincinnati has had her engines injured, which may render it necessary for me to send her to Cairo for repairs.

I hope to be able to silence the upper battery to-morrow ; after which we can plant the mortars in a position where we expect to be able to shell the rebels out of their batteries. This place is even stronger and better adapted for defence than Columbus has ever been. Each fortification commands the one above it. We can count forty-nine guns in the different batteries, where there are probably double the number, with ten thousand troops.

From exhaustion, arising from continuous service and want of sleep, you will excuse this incoherent discursive report.

Our shells bursting prematurely we have to drown them before loading the guns. The fuzes, many of which, I am informed, were made before the Mexican war, ought to have been condemned.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE, *Flag-Officer,*
Commanding Naval Forces, Western Waters.

Hon. GIDEON WELLES,
Secretary of Navy.

List of killed and wounded on gunboat St. Louis, March 17, 1862.

Killed, by bursting of a rifle gun, James Jackson, seaman, Chicago, Illinois; P. S. Goth, seaman, Maine.

Wounded, by bursting of rifle gun, S. H. McAdam, master's mate, Chicago, severely; Jno. A. McDonald, gunner, Baltimore, slightly; H. T. Bly, seaman, New Bedford, severely; J. W. Sprowl, seaman, Bristol, Maine, severely; P. Mulhenin, seaman, Boston, Massachusetts, severely; Wm. Kelcher, seaman, Boston, Massachusetts, severely; Rich'd Gouger, seaman, severely; Frank Clemens, seaman, severely; Chas. Woolf, seaman, severely; Chas. Wilson, seaman, Philadelphia, severely; Henry Joy, seaman, Worcester county, Massachusetts, slightly; M. C. Donaghho, seaman, Fredericktown, Pennsylvania, slightly; Peroc Leon, seaman, Sardinia, slightly.

J. B. McDILL,
Assistant Surgeon, United States Gunboat St. Louis.

Respectfully submitted.

LEONARD PAULDING, *Lieutenant Commanding.*

FLAG-STEAMER BENTON,
Off Island No. 10, *March* 19, 1862.

SIR: On the 17th instant I communicated to the department an account of our leaving Cairo, for the purpose of attacking Island No. 10, and expressing the hope that to-morrow (yesterday) we should be able to capture the upper fort at this point.

Yesterday we were firing on the upper fort at long range, reaching it occasionally, and dismounted another gun, while the mortars were playing on the lower fortifications, having driven the encampments down the river, just out of range of our shells. As the forts are distinct from each other, and occupy but little space, and have been mostly constructed for four or five months, it is impossible to use the mortars with as much effect as could have been done at Columbus, where the batteries were more compact and exposed, and the troops having less shelter than here. We are, however, keeping up an occasional fire, day and night, to prevent the enemy from repairing his damages, gradually approaching his strongest holds, and I trust we will be able, in co-operation with General Pope's division of the army, soon to get possession of the place. This position was selected by the rebels on account of its being inaccessible by land, in a high stage of water, on the Missouri side, which side General Pope's army occupies, at New Madrid; and he has no transports of any kind with which to cross over to the Tennessee side and march in upon the rear of the rebels. I have this morning sent him two tugs, and hope to be able to get two gunboats also through the same bayou or slough to him. If we can do this, with the two gunboats coming up and attacking the forts from below with the land attack, I have no doubt but that we shall secure a complete victory. We must proceed here slowly and cautiously, which alone can prove effective, especially bearing in mind the rapid current and certainty of falling into the hands of the enemy in these slow boats if we run as close to the batteries as we might do were the rebels up stream. Colonel Buford, commanding the troops here, amounting to about 1,500, will be ready to perform all service required until the arrival of General Pope in force. We shall not be able to make the grand attack for several days. This will depend upon the arrival of General Pope.

Your obedient servant,

A. H. FOOTE, *Flag-Officer.*

Hon. GIDEON WELLES, *Secretary of the Navy.*

FLAG-STEAMER BENTON,
Off Island No. 10, *March* 20, 1862.

SIR: Most of the iron-clad steamers, including this vessel, are still lying within long range of the rebel forts, and occasionally, with the mortar-boats, are throwing shells into the enemy's batteries, which have induced them to withdraw all their superfluous men not required for serving their guns. To-day the upper battery opened upon us, but was silenced in half an hour, this ship dismounting a gun. I send, to-night, a boat to sound in a narrow and shallow channel, in hopes the present rise of water in the river will enable me to despatch a small steamer with light draft to General Pope, near New Madrid, who, as I have already informed the department, has several times requested that I would send him two or three gunboats to enable him to cross over to the Tennessee side, with the view of attacking the rebels in the rear at this point, while we make the attack in front or on the river side. I am apprehensive, however, from our ill success thus far, that this project may not prove feasible. To-day, for the first time since I have been in command of the flotilla, I called a council of war, with the view of ascertaining the opinions of the officers with reference to sending, or attempting to send, aid to General Pope. The officers, with one exception, were decidedly opposed to running the blockade, believing it would result in the almost certain destruction of the boats which should attempt to pass the six forts, with 50 guns bearing upon the vessels. I have been seriously disposed to run the blockade myself with this vessel, which is better protected than the other boats, although she is slow and works sluggishly; but, upon reconsideration, as her loss would be so great if we failed, and my personal services here are considered so important with the fleet and transports, I have, for the present, abandoned the idea.

This place is admirably chosen for defence by the rebels, as its rear can only be approached, in this stage of water, from the river side opposite New Madrid, it being surrounded by bayous or sloughs, while its long line of six forts, commanding one another from the river front, render it almost impregnable to an attacking force. General Pope has no transports, and, without our reaching him by running the blockade, is unable to cross over to the Tennessee side from New Madrid, where he now is in force, and it is impossible for him, from the inundated state of the country, to send or march his troops to this point. Were we to attempt to attack these heavy batteries with the gunboats, or attempt to run the blockade and fail, as I have already stated in a former communication, the rivers above us—Mississippi, Ohio, and Cumberland—would be greatly exposed, not only frustrating the grand object of the expedition, but exposing our towns and cities bordering those rivers; especially so should General Pope be unable to hold his position at New Madrid. Under these circumstances, and our boats being so ill-adapted to fighting down the river, with two rifle guns having burst, and our shells imperfect, I am induced to act with great caution, and expose the flotilla less than under more favorable circumstances it would be my duty to do, for the great object for which the fleet was created. For the future, in the absence of instructions from higher authority, I shall be governed by circumstances as they may arise. When the object of running the blockade becomes adequate to the risk, I shall not hesitate to do it. The place may be occupied by us in a short time without an assault, as the rebels must be cut off from their necessary supplies. Still, if this does not soon take place, it may become necessary to force the blockade, or adopt some other measures which have not yet suggested themselves.

Your obedient servant,

A. H. FOOTE, *Flag-Officer.*

Hon. GIDEON WELLS,
Secretary of the Navy.

UNITED STATES FLAG-SHIP BENTON,
Island No. 10, March 26, 1862.

SIR: Since my communication of the 20th instant, we have been lying off the forts at long range, occasionally giving a rifle shot, and more frequently throwing mortar shells upon the island and at the fortifications on the Tennessee shore. The rebels still hold the forts, but the encampments are moved beyond range, with a sufficient number of men to serve their heavy guns, which seem to be well protected from our shells by their breastworks. A communication from General Halleck (a copy of which is enclosed) leads me to hope that we may yet derive support from the army, irrespective of General Pope's force, which will cross over from New Madrid and attack the rebels in the rear, while we make the attack in front, in case we succeed in getting two steamers and several cutters, which are now working their way towards that point, through the bayous or sloughs. Should this effort be successful, I hope to hear that a land force of some 10,000 men will be in the rebels' rear in the course of five or six days. With the exception of a ridge, or higher land, on the river bank on the Tennessee side, from directly opposite New Madrid to nearly opposite Island No. 10, the whole country is inundated, or at least so much so as to prevent troops from other points reaching the rebels' rear, showing how admirably their position has been chosen for defence.

We now have here six iron-plated gunboats, one wooden gunboat, the Conestoga, and sixteen mortar boats; one iron-clad gunboat being at Nashville, one guarding Columbus and Hickman, and two wooden boats up the Tennessee; while the Essex, Commander Porter, is repairing at St. Louis. We have all the mortar-boats that we can use to any advantage, and still want two tow-boats for these in greater force, as we have a strong current, requiring the greatest vigilance to prevent them and the gunboats from being carried down stream, from the want of steam-power of the latter. Colonel Buford, commanding the troops, has a force of between 1,900 and 2,000 men; but who, in fact, living as they necessarily do, aboard the transports—the banks being overflowed, and they surrounded by water—cannot accomplish anything of consequence. Thus we are waiting to open communication with General Pope, at New Madrid.

I forward herewith a copy of a letter sent to me by General Strong, commanding at Cairo, from which it will be seen that the rebels have thirteen gunboats, independent of the five below New Madrid, and the Manassas or ram, at Memphis. I presume that these boats are not equal to ours; still, we have no means of ascertaining their character, especially those at New Orleans. I have ordered the rifle guns as they arrive at Cairo to be sent to us, as our rifles are unsafe, and must be condemned as soon as others can be supplied. The rifle shells, as well as those of the 8-inch guns and thirty-twos, also burst prematurely, and I have been obliged to drown all fuses at a distance exceeding one thousand yards.

I shall proceed with caution in our work here, being fully aware of our disadvantages. If, however, any disaster should occur, from circumstances beyond my control, I have ordered the two iron-clad gunboats Cairo and Louisville, with the wooden boats Taylor and Lexington, to meet at Cairo, or as far down as Columbus and even Hickman, to prevent the rebel gunboats from ascending the river beyond Cairo, which place is now so nearly overflowed as to render it necessary for us to remove all our ammunition.

I have the honor to be, &c.,

A. H. FOOTE, *Flag-Officer.*

Hon. GIDEON WELLS,
Secretary of the Navy.

P. S.—Were we able even to shell the forces out of their fortifications, they would reoccupy as we passed down the river, as we have less than 2,000 troops to take possession. A. H. F.

Letter from General Halleck to Flag-Officer Foote.

HEADQUARTERS DEPARTMENT OF THE MISSISSIPPI,
St. Louis, March 21, 1862.

SIR: I have just received your report (without date) of your operations against the enemy's batteries in the vicinity of Island No. 10. While I am certain that you have done everything that could be done successfully to reduce these works, I am very glad that you have not unnecessarily exposed your gunboats. If they had been disabled, it would have been a most serious loss to us in the future operations of the campaign; whereas the reduction of these batteries, this week or next, is a matter of very little importance indeed. I think it will turn out in the end that it is much better for us that they are not reduced till we can fully cut off the retreat of their troops.

Everything is now progressing well on the Tennessee river toward opening your way down the Mississippi. The reduction of these works is only a question of time, and we are in no hurry on that point. Nothing is lost by a little delay *there*. I am directing all my attention now to another object, and when that is accomplished the enemy must evacuate or surrender.

Very respectfully, your obedient servant,

H. W. HALLECK,
Major General Commanding.

Flag-Officer A. H. FOOTE,
Commanding Naval Forces, &c.

HEADQUARTERS UNITED STATES FORCES,
Cairo, Illinois, March 24, 1862.

MY DEAR COMMODORE: I enclose you a copy of a letter received this morning from Captain Dresser. It contains important information relating to movements of the enemy down the river. I have sent General Pope, also Colonel Buford, a copy of the same.

Very truly, yours,

W. K. STRONG,
Brigadier General Commanding.

Flag-Officer FOOTE,
On the Benton, near Island No. 10.

CAIRO, *Illinois, March* 24, 1862.

GENERAL: I left Savannah, Tennessee, yesterday morning, and while at Perrysville, some forty miles this side of Savannah, we took on board a man by the name of M. A. Clark, formerly of Paducah, Kentucky, late of New Orleans. He left New Orleans a week ago last Thursday; I gained from him the following statement: Fort Pillow was being evacuated when he was at Memphis last Wednesday; confederates moving all their stores from Memphis to Corinth. The heavy guns of Fort Pillow were left under water; Beauregard was at Jackson on Thursday last; would leave with his troops on Friday for Corinth. Eleven engines and two hundred cars were taken from the Mississippi Central railroad to the Memphis and Charleston railroad, to move Johnson's forces from Decatur to Corinth. Confederates are building thirteen gunboats at New Orleans—twelve of them for river and one for sea service. One—Murray's boat—

carries thirty guns, would be ready last week, and balance this week; were to come up the river as soon as finished; Bragg and Polk were at Corinth.

Very respectfully,

JASPAR M. DRESSER, *Captain.*

Brigadier General STRONG,
Commanding, Cairo.

BENTON, *off No.* 10, *March* 26, 1862.

GENERAL: In view of the rebels having, as is reported, thirteen gunboats at New Orleans, irrespective of four or five below New Madrid with the Manassas, or ram, at Memphis, I respectfully suggest, in view of the contingency of their passing up the river, that it would be desirable to have a river battery placed at Columbus which would sweep the river below that point. Cairo, being now almost overflowed, presents a less defensible position than Columbus.

I am, sir, very respectfully, &c.,

A. H. FOOTE, *Flag-Officer.*

Major General W. W. HALLECK,
Commanding, St. Louis, Missouri.

FLAG-STEAMER BENTON,
Island No. 10, *March* 26, 1862.

SIR: You will inform the commander of the gunboats Cairo, Taylor, and Lexington, not to be caught up the rivers with too little water to return to Cairo. They, of course, before leaving, will consult the generals with whom they are co-operating. As it is reported, on the authority of different persons from New Orleans, that the rebels have thirteen gunboats finished and ready to move up the Mississippi, besides the four or five below New Madrid and the Manassas, or ram, at Memphis, the boats now up the rivers and at Columbus or Hickman should be ready to protect Cairo or Columbus, in case disaster overtakes us in our flotilla. * * * * * * * * *

Respectfully, &c.,

A. H. FOOTE, *Flag-Officer.*

Commander PENNOCK, *Cairo, Illinois.*

UNITED STATES FLAG-STEAMER BENTON,
Off Island No. 10, *April* 2, 1862.

Last night an armed boat expedition was fitted out from the squadron and the land forces at this point, under command of Colonel Roberts, of the 42d Illinois regiment.

The five boats comprising the expedition were in charge of First Master J. V. Johnson, of the St. Louis, assisted by Fourth Master G. P. Lord, of the Benton; Fourth Master Pierce, of the Cincinnati; Fourth Master Norgan, of the Pittsburg, and Master's Mate Scoville, of the Mound City, each with a boat's crew of ten men from their respective vessels, carrying in all one hundred men, exclusive of officers, under command of Colonel Roberts.

At midnight the boats reached the upper or No. 1 fort, and, pulling directly in its face, carried it, receiving only the harmless fire of two sentinels, who ran on discharging their muskets, while the rebels troops in the vicinity rapidly retreated; whereupon Colonel Roberts spiked the six guns mounted in the fort and retired with the boats uninjured.

The commanding officer represents all under his command, from their coolness and determination, as being ready to perform more hazardous service had it been required to the fulfilment of the object of the expedition. Enclosed is the report of Colonel Roberts.

I have the honor to be, very respectfully, &c., your servant,

A. H. FOOTE, *Flag-Officer.*

Hon. GIDEON WELLES,
Secretary of the Navy.

ON BOARD STEAMER MEMPHIS, *April* 2, 1862.

In obedience to your orders, I have the honor to report that last evening, at half past five o'clock, I took command of an expedition designed against the rebel battery No. 1, on the Tennessee shore. My force consisted of five boats furnished by the gunboats Benton, St. Louis, Cincinnati, Pittsburg, and Mound City, manned by crews of these boats, respectively, and transporting a detachment of fifty men from company A, 42d regiment Illinois volunteers.

My first endeavor was to proceed through the overflowed woodland on the Kentucky shore, and thus escape observation; this proved to be impracticable, as well because of the fall of the river as of the large amount of drift accumulated among the trees. We then dropped down to the first mortar boat and lay by until 11 o'clock p. m., when all the boats were got under way and proceeded, one after the other, keeping close under the shadow of the shore. The Benton's boat led until the outlines of battery No. 1 were well defined, when the order of attack, the suggestion of First Master J. V. Johnson, was taken up as follows: The boats of the St. Louis, Benton, and Pittsburg advanced in line, the Benton's boat in the centre; the remaining boats followed a few yards behind.

We approached the battery with muffled oars, in such silence that we were less than ten yards distant when the sentinels at the guns discovered us. They cried out in great surprise, fired twice on our boats, and ran away. We landed in good order and with great expedition; the rear boats falling to the right and left of the centre boat of the advanced line, and at once commenced spiking the guns. Lieutenant Church, with twenty men, advanced toward the supposed rebel camp to anticipate an attack, and, at the same time, protect the men engaged in spiking the guns. No such attack was made.

The work was done with perfect coolness on the part of our men, but as rapidly as possibly, for the rebel gunboat Grampus had taken alarm at the sentinels' fire, and was standing toward us. I did not go on board to return until I had first personally inspected every gun. I report, sir, that every gun in the battery except one (dismounted and lying in the water) was spiked by our party. I believe the spiking will prove effectual. The object of the expedition being thus accomplished, we took to our boats and returned without any loss whatever.

To the naval officers in command of the boats great praise is due for the admirable manner in which our approach was conducted. The officers of the detachments were prompt and efficient, while the men of both land forces and marines, by their implicit obedience of orders, have proved themselves worthy of any service whatever. The kindness of Captain Phelps, of the Benton, in giving personal attention to the outfit of the expedition, is kindly remembered.

I am, sir, respectfully, your obedient servant,

GEO. W. ROBERTS,
Colonel Commanding 42d Regiment Illinois Volunteers.

Flag-Officer A. H. FOOTE.

CAIRO, *April* 4, 1862.

This morning the Benton, Cincinnati, and Pittsburg, with three mortar boats, opened, and continued for more than an hour, a fire on the rebels' heavy floating battery at Island No. 10, when the latter, having received several shells from the rifles and mortars, cut loose from her moorings and drifted down the river two or three miles. The shells were thrown from the flotilla into different forts of the island and into the rebel batteries lining the Tennessee shore. The return fire produced no effect on the squadron. No more men than were actually necessary to man the batteries were visible.

A. H. FOOTE, *Flag-Officer, &c.*

Hon. GIDEON WELLES,
Secretary of the Navy.

FLAG-STEAMER BENTON,
Off Island No. 10, *April* 6, 1862.

SIR: I have the honor to inform the department that the gunboat Carondelet ran the blockade on the night of the 4th instant, under a heavy fire of forty-seven guns, and reached New Madrid safely, without even receiving a shot. Captain Walke, his officers and crew, merit the commendation of the government for their gallantry, coolness, and general conduct on this occasion. I would especially call the attention of the department to the acting first master, Mr. Hoel, of Cincinnati, who so creditably volunteered his services to go in the Carondelet, and did go in her, although he was attached to the gunboat Cincinnati.

I enclose a correspondence, or a copy of it, between Major General Pope, at New Madrid, and myself, in relation to another gunboat attempting to run the blockade for his relief or assistance.

The rebels are very strongly fortified here, and seem determined to do all in their power to maintain their position. I trust, however, when General Pope crosses with his army and moves upon their rear that we shall be able, by an attack in front, to carry the place.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE, *Flag-Officer.*

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES FLAG-STEAMER BENTON,
Off Island No. 10, *March* 30, 1862.

SIR: You will avail yourself of the first fog or rainy night, and drift your steamer down past the batteries on the Tennessee shore and Island No. 10, until you reach New Madrid.

I assign you this service, as it is vitally important to the capture of this place that a gunboat should soon be at New Madrid for the purpose of covering General Pope's army while he crosses at that point to the opposite or to the Tennessee side of the river, that he may move his army up to Island No. 10, and attack the rebels in rear while we attack them in front.

Should you succeed in reaching General Pope, you will freely confer with him, and adopt his suggestions, so far as your superior knowledge of what your boat will perform will enable you to do, for the purpose of protecting his force while crossing the river.

You will also, if you have coal, and the current of the river will permit, steam up the river when the army moves, for the purpose of attacking their fortifications. Still you will act cautiously here, as your own will be the only boat below.

You will capture or destroy the rebel steam gunboat Grampus, and the transports, if possible, between this place and No. 10, at such time as will not embarrass you in placing yourself in communication with General Pope, at the earliest possible time after leaving this place.

On this delicate and somewhat hazardous service to which I assign you I must enjoin upon you the importance of keeping your lights secreted in the hold or put out, keeping your officers and men from speaking at all when passing the forts above a whisper, and then only on duty, and of using every other precaution to prevent the rebels suspecting that you are dropping below their batteries.

If you successfully perform this duty assigned you, which you so willingly undertake, it will reflect the highest credit upon you and all belonging to your vessel, and I doubt not but that the government will fully appreciate and reward you for a service which, I trust, will enable the army to cross the river and make a successful attack in rear while we storm the batteries in front of this stronghold of the rebels.

Commending you and all who compose your command to the care and protection of God, who rules the world and directs all things, I am, respectfully, your obedient servant,

A. H. FOOTE, *Flag-Officer.*

Commander H. WALKE,
Commanding Carondelet.

P. S.—Should you meet with disaster, you will, as a last resort, destroy the steam machinery, and, if possible to escape, set fire to your gunboat, or sink her, and prevent her from falling into the hands of the rebels.

A. H. F.

UNITED STATES FLAG-STEAMER BENTON,
Off Island No. 10, *April* 4, 1862.

GENERAL: The gunboat Carondelet, Commander Walke, left her anchorage this evening, at 10 o'clock, in a heavy thunder-storm, for the purpose of running the fire of the batteries on Island No. 10 and those lining the Tennessee shore, to join your forces at New Madrid. By a previous concerted signal of three minute-guns, twice fired at intervals of five minutes, which have since been heard, as near as the heavy thunder would enable us to ascertain, leads me to hope that the blockade has been run successfully, although the batteries opened upon her with forty-seven guns while passing.

I am, therefore, so exceedingly anxious to hear the fate of the noble officers and men who so readily were disposed to attempt the hazardous service, that I beg you will immediately inform me by bearer if Commander Walke has arrived with his vessel, and the condition in which you find her and her officers and men.

I am, respectfully, your obedient servant,

A. H. FOOTE, *Flag-Officer.*

Major General JOHN POPE,
Commanding Army at New Madrid, Missouri.

HEADQUARTERS DISTRICT OF THE MISSISSIPPI,
New Madrid, April 5, 1862.

SIR: Your note of yesterday has just been received. Captain Walke arrived safely with the Carondelet, not a shot having touched her. Officers and men are in good condition for service.

I requested Colonel Scott, Assistant Secretary of War, to write to you yesterday in relation to sending another one of the gunboats, and, with profound respect, I venture to urge you still further on the subject. I have not a doubt but that one of them could run the batteries without any serious injury. Notwithstanding their inferior character, the enemy's gunboats pass and repass our batteries in the night without injury.

My best artillerists—officers of the regular army, of many years' experience—state positively that it is impossible, in the night, to fire with any kind of certainty the large guns (32s) of our batteries, especially at a moving object. The shot fired at the Carondelet passed 200 feet above her.

I am thus urgent, sir, because the lives of thousands of men, and the success of our operations, hang upon your decision. With the two boats all is safe; with one it is uncertain. The lives of the men composing this army are in my keeping, and I do not feel justified in omitting any steps to fortify this movement against any accident which might occasion disaster not to be repaired.

Certainly the risk to a gunboat running down in the night is not nearly so great, and involves no such consequences, as the risk to ten thousand men crossing a great river in the face of the enemy.

You will excuse me, I am sure, if I seem urgent. A sense of duty impels me to present the facts as forcibly as possible.

I am, sir, very respectfully, your obedient servant,

JOHN POPE,
Major General Commanding.

Flag-Officer A. H. FOOTE,
Commauding Mississippi Flotilla.

FLAG-STEAMER BENTON,
Off Island No. 10, *April* 6, 1862.

GENERAL: Your letter of this day's date, announcing the safe arrival of the Carondelet at New Madrid, was received at 8 o'clock this evening. The telegram of Assistant Secretary Scott reached me a few minutes later.

Colonel Bissel, who has charge of the steamers and barges now in the slough, *en route* to New Madrid, has requested that two tugs, even, might be sent to you, which would, with arrangements he could make, enable you to transport your forces to the opposite side of the river, in case it was deemed inexpedient to send a gunboat for that purpose. You, yourself, in a late letter, apply for a gunboat, our smallest gunboat, even, for that purpose. I could last night, had you made a point of having two gunboats, sent them with comparative safety, as the night was dark, while the vivid lightning enabled the pilots to keep the channel. Again, it is now too late to obtain the hay and other necessary articles for the protection of the gunboat to-night, to say nothing of the clear atmosphere, rendering a boat as visible, or as good an object to sight, as in the daytime. For these reasons I cannot, neither does a single navy officer, and, I presume, not a pilot, in the squadron, consider that a gunboat could run the blockade to-night without an almost certainty of its being sunk in the attempt, especially if the guns were served with any degree of skill or ability whatever.

I am sorry to find the expression in your letter, "The success of our operations hangs up your (my) decision," especially referring to my directing a gun-

boat to attempt running the blockade in this clear night; for, in my judgment, and that of all the other officers, the boat might as well expect to run it in the daytime. I cannot consider the running of your blockade, where the river is nearly a mile wide, and only exposed to a few light guns, at all comparable to running it here, where a boat has not only to pass seven batteries, but has to be kept "head on" to a battery of eleven heavy guns at the head of Island No. 10, and to pass within 300 yards of this strong battery. If it did not sink the gunboat, we would, in the navy, consider the gunners totally unfit for employment in the service; and, therefore, my responsibility for the lives of the officers and men under my charge induces me to decline a request which would, especially without protection to the boat, were the rebels at all competent to perform their duty, result in the sacrifice of the boat, her officers, and men, which sacrifice I should not be justified in making—certainly not now, when, by your own admission, it will be easy for the new rebel steamers, reported to be on their way up the river, to pass your batteries in the night, and if they meet my squadron, reduced by loss, so as to be unable to cope with them, can continue up the Mississippi or Ohio to St. Louis or to Cincinnati.

In view, however, of rendering you all the aid you request, and no doubt require, while I regret that you had not earlier expressed the apprehension of the necessity of two gunboats, instead of the smaller gunboat, I will, to-morrow, endeavor to prepare another boat; and if the night is such as will render her running the blockade without serious disaster at all probable, I will make the attempt to send you the additional boat requested in your letter of this day's date.

I am, respectfully, your obedient servant,

A. H. FOOTE,
Flag-Officer Commanding Naval Forces, Western Waters.

Major General JOHN POPE,
Commanding Army at New Madrid.

UNITED STATES FLAG-STEAMER BENTON,
Off Island No. 10, *April* 5, 1862.

SIR: I have the honor to enclose several letters and papers referring to our action here within the last three or four days.

By spiking the rebel guns in one fort, and compelling the floating battery to cut adrift from her moorings on the following day from our effective fire upon her, these have enabled the Carondelet, Commander Walke, to run, as I hope, successfully the blockade, and join General Pope at New Madrid, who has been urging me to send him one or two gunboats to cover his troops while he lands in force to attack them in front. While the Carondelet was running the blockade last night in the midst of a heavy thunder storm, the batteries opened upon her with forty-seven guns. Still, as the preconcerted signal with that vessel of firing minute guns was made as far as the heavy thunder would enable us to hear, I trust that she is now safely at New Madrid.

I have the honor to be your obedient servant,

A. H. FOOTE, *Flag-Officer.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[Telegrams.]

STEAMER BENTON,
Off Island No. 10, *April* 7, 1862.

Two officers have this instant boarded us from Island No. 10, stating that, by order of their commanding officer, they are ordered to surrender Island No. 10 to the commodore commanding the gunboats. As these officers know nothing of the batteries on the Tennessee shore, I have sent Captain Phelps to ascertain something definite on the subject. I will telegraph when further information is received.

With General Pope now advancing from New Madrid in strong force to attack in rear, I am, with the gun and mortar boats, ready to attack in front, while General Buford here is ready to co-operate with the land forces. But it seems as if the place is to be surrendered without further defence.

A. H. FOOTE,
Flag-Officer Commanding Naval Forces, Western Waters.

Hon. GIDEON WELLES,
Secretary of the Navy.

FLAG-STEAMER BENTON,
Off Island No. 10, *April* 8—1 *a. m.*

My telegram, three hours since, informed the department that Island No. 10 had surrendered to the gunboats. Captain Phelps has this instant returned, after having had an interview with the late commandant. I have requested General Buford, commanding the troops, to proceed immediately, in company with two of the gunboats, and take possession of the island. The batteries on the Tennessee shore have been hastily evacuated, where we shall find, no doubt, in the morning, large quantities of munitions of war.

I communicate with General Pope, who has, under cover of the two gunboats which gallantly ran the blockade in the thunder storm, crossed the river in force, and was ready, as well as the gun and mortar boats, with General Buford and his troops, to make a simultaneous attack upon the rebels, had they not so hastily evacuated the Tennessee shore and surrendered Island No. 10.

A full report will be made as soon as we can obtain possession of the land batteries and I am able to communicate with General Pope.

A. H. FOOTE, *Flag-Officer, &c.*

Hon. GIDEON WELLES,
Secretary of the Navy.

[Telegram, via Cairo.]

FLAG-STEAMER BENTON,
Off Island No. 10, *April* 8, 1862.

This morning at 2 o'clock, in a heavy thunder storm, the gunboat Pittsburg, Lieutenant Commanding Thompson, ran the blockade, under fire of seventy-three guns, and has probably reached New Madrid, and is now with the Carondelet, Commodore Walke, as reports of heavy guns are heard opening upon the rebel batteries on the opposite shore, to destroy them, that General Pope, with his army, may land on the Tennessee side, preparatory to moving to attack the rear of the rebels at this place while we attack them in front.

A. H. FOOTE,
Flag-Officer, Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

FLAG-STEAMER BENTON,
Island No. 10, *April* 9, 1862.

SIR: I have the honor to enclose a copy of a telegram of my report to the department of the surrender of Island No. 10.

I also send a copy of the rebel navy signals. Commander Kilty, of the gunboat Mound City, captured the signal-book, signals, and telegraphic dictionary. As we shall probably meet the rebel gunboats, I retain the signal-book, which is almost a copy from ours. I will soon send the drawings and plans of the celebrated floating battery, which lies submerged between here and New Madrid.

General Pope is now with me, and reports that he has captured 6,000 prisoners, including three generals. He wishes to move an army of 25,000 men down the river, but as time is important, and I am ready to move with the flotilla, I have asked him to send some 3,000 or 5,000 with us, by which I hope to move on Fort Pillow by day after to-morrow. It is important that an early move should be made on our part on Fort Pillow, before the rebels recover from their panic, and then we are on to Memphis.

I write in the greatest haste, and trust that this incoherent report will be excused.

I have the honor to be, &c.,

A. H. FOOTE, *Flag-Officer.*

Hon. GIDEON WELLES,
Secretary of the Navy.

FLAG-SHIP BENTON,
Island No. 10, *April* 8, 1862, *(via Cairo.)*

I have the honor to inform the department that since I sent the telegram last night, announcing the surrender to me of Island No. 10, possession has been taken of both the island and the works upon the Tennessee shore by the gunboats and the troops under command of General Buford. Seventeen officers and three hundred and sixty-eight privates, besides one hundred of their sick and one hundred men employed on board the transports, are in our hands, unconditional prisoners of war.

I have caused a hasty examination to be made of the forts, batteries, and munitions of war captured. There are eleven earthworks, with seventy heavy cannon, varying in calibre from 32 to 100-pounders, rifled. The magazines are well supplied with powder, and there are large quantities of shot, shells, and other munitions of war, and also great quantities of provisions. Four steamers afloat have fallen into our hands, and two others, with the rebel gunboat Grampus, are sunk, but will be easily raised. The floating battery of sixteen heavy guns, turned adrift by the rebels, is said to be lying on the Missouri shore below New Madrid. Two wharf boats, loaded with provisions, are also in our possession.

The enemy upon the main land appears to have fled with great precipitation after dark last night, leaving in many cases, half-prepared meals in their quarters; and there seems to have been no concert of action between the rebels upon the island and those occupying the shore, but the latter fled, leaving the former to their fate. These works, erected with the highest engineering skill, are of great strength, and, with their natural advantages, would have been impregnable if defended by men fighting in a better cause.

A combined attack of the naval and land forces would have taken place this afternoon or to-morrow morning had not the rebels abandoned this stronghold. To mature these plans of attack absolutely required the last twenty-three days

of preparation. General Pope is momentarily expected to arrive with his army at this point, he having successfully crossed the river yesterday, under a heavy fire, which, no doubt, led to the hasty abandonment of the works last night. I am unofficially informed that the two gunboats which so gallantly ran the fire of the rebel batteries a few nights since yesterday attacked and reduced a fort of the enemy opposite, mounting eight heavy guns.

The following is a copy of the order of General Mackall on assuming command of the rebel forces on the 5th instant:

"HEADQUARTERS MADRID BEND, *April* 5, 1862.

"SOLDIERS: We are strangers, commander and commanded, each to the other. Let me tell you who I am. I am a general made by Beauregard; a general selected by Beauregard and Bragg for this command when they knew it was in peril. They have known me for twenty years; together we have stood on the fields of Mexico. Give them you confidence now; give it to me when I have earned it.

"Soldiers, the Mississippi valley is intrusted to your courage, to your discipline, to your patience. Exhibit the vigilance and coolness of last night, and hold it.

"W. D. MACKALL,
"*Brigadier General Commanding.*"

I regret that the painful condition of my foot, still requiring me to use crutches, prevented me from making a personal examination of the works. I was therefore compelled to delegate that duty to Lieutenant Commanding S. L. Phelps, of the flag-ship Benton.

I am, sir, respectfully, &c.,

A. H. FOOTE, *Flag-Officer*
Commanding Naval Forces, Western Waters.

Hon. GIDEON WELLES,
Secretary of the Navy.

Engagement of the Carondelet and Pittsburg with the enemy in the vicinity of New Madrid, April 6, 1862.

UNITED STATES FLAG-STEAMER BENTON,
Island No. 10, *April* 11, 1862.

SIR: I have the honor to enclose a report from Commander Walke, of the gunboat Carondelet, detailing the services rendered by him, and the Pittsburg, Lieutenant Commanding Thompson, in the vicinity of New Madrid, from which it will be seen that the boats opened upon and effectually silenced and captured several heavy batteries on the Tennessee side of the river, on the 6th and 7th instant, without which destruction it would have been impossible for General Pope to have crossed the river for the purpose of attacking the rebels in the rear at No. 10, while the gun and mortar boats would make the attack in front.

There has been an effective and harmonious co-operation between the land and naval forces, which has, under Providence, led to the glorious result of the fall of this stronghold, No. 10, with the garrison and munititions of war, and I regret to see in the despatches of Major General Halleck, from St. Louis, no reference is made to the capture of forts, and the continuous shelling of gun and mortar boats, and the navy's receiving the surrender of No. 10, when, in reality, it should be recorded as an historical fact that both services equally contributed

to the victory—a bloodless victory—more creditable to humanity than if thousands had been slain.

I also enclose reports from Lieutenants Commanding Gwin and Shirk, of the gunboats Tyler and Lexington, in the Tennessee, giving a graphic account of that great battle, and the assistance rendered by these boats near Pittsburg; stating that "when the left wing of our army was being driven into the river, at short range, they opened fire upon them, silencing the enemy, and, as I hear from many army officers on the field, totally demoralizing his forces, and driving them from their position in a perfect rout, *in the space of ten minutes.*"

These officers and men, as well as those of Commander Walke, and the officers and men of the Carondelet and Pittsburg, behaved with a degree of gallantry highly creditable to themselves and the navy.

I proceed to-day, with the entire flotilla, to New Madrid, and leave to-morrow for Fort Pillow, or the next point down the river which may attempt to resist the raising of the blockade.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE, *Flag-Officer.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES GUNBOAT CARONDELET,
Off Tiptonville, Tenn., April 8, 1862.

SIR: In accordance with the instructions of General Pope, I received on board General Grainger and staff on the morning of the 6th instant, and proceeded down the Mississippi river opposite to this place, making an extensive reconnoissance.

On our way down we exchanged a few shots with some of the enemy's batteries on the Tennessee side, and on our way back we attacked one of two seige guns, 28-pounders, which had engaged us. We disabled and spiked these guns without receiving any injury. The remainder of the enemy's batteries fired upon us on our way to New Madrid, as long as we were within range.

After my return to New Madrid General Pope informed me of your intention to send another gunboat, and requested that I should go down the river and destroy the remaining rebel batteries above Point Pleasant.

At dawn the following morning, and after a given signal, he would land his army and attack that of the enemy at or near Island No. 10. The Pittsburg did not arrive until 5 o'clock in the morning; but, as the transports, (one at least,) without troops on board, were under way, going down, I got under way at 6.30, (having ordered Commander Thompson verbally, and by signal, to follow my motions,) and proceeded down to the enemy's lower and heaviest battery, consisting of one 64-pound gun and two 64-pound seige howitzers. We opened a constant, deliberate, and well-directed fire upon it for three quarters of an hour, feebly assisted by our batteries on shore, when the enemy slackened his fire. A shot passed through our fourth cutter and starboard quarter, cutting away the sheave of our wheel-rope, striking our stern-gun, and bounding over our stern. About this time the Pittsburg commenced firing at long range, as she came down. As soon as our steering gear was repaired, I gradually closed on the enemy, firing a shot now and then, (the Pittsburg, at a distance astern, throwing shell in a dangerous position across our bow,) until the fort was deserted by the enemy. I spiked and disabled the guns of this fort, and I then proceeded up 300 yards further, and found a 64-pounder seige howitzer dismounted; 300 yards further on I spiked another 64-pounder seige howitzer, and 480 yards further we found a fine 64-pound gun on a pivot, spiked, and being deserted by

the enemy, who set fire to a private residence there, and upon whom we fired as they ran off. A large quantity of ammunition was left by them at each fort. I then made the required signal, crossed over to our army, received further instructions from General Pope, and covered their disembarkment on the Tennessee shore, at the captured fort, above Point Pleasant. At evening we steamed down to our camp opposite the enemy's fort at this place, and headed the gunboats for the enemy's battery until early this morning, when we got under way and crossed over to Tiptonville, the enemy having disappeared.

The officers and crew of this vessel, during the trials and dangers of their battles, conducted themselves with admirable coolness and ability; to do justice to many of whom will require a more special letter.

Most respectfully, your obedient servant,

H. WALKE,
Commander, U. S. N.

Flag-Officer A. H. FOOTE,
Commanding U. S. Naval Forces, Western Waters.

UNITED STATES GUNBOAT TYLER,

Pittsburg, Tennessee, April 8, 1862.

SIR: I have the honor to inform you that the enemy attacked our lines on the left the morning of the 6th instant, at 6.30, and, by his overwhelming numbers, forced our men to fall back in some confusion. At 9.25, finding that the rebels were still driving our left wing back, I steamed up to a point one mile above Pittsburg, taking a good position to support our troops, should they be forced down to the banks of the river. At 10.15 the Lexington, Lieutenant Commanding Shirk, joined me, having come up from Crump's Landing. After a short time she returned, for the purpose of supporting the command of General Wallace, which occupied that point.

Not having received any instructions from the commanding general in regard to the service to be rendered by the gunboats, I awaited them patiently, although, for an hour or more, shot and shell were falling all around us. Feeling that, could some system of communication be established, the Tyler might be of great advantage to our left wing, at 1 25 p. m. I sent an officer, requesting that I might be allowed to open on the woods in the direction of the batteries and advancing forces of the enemy. General Hurlburt, who commanded on our left, sent me word to do so, giving me directions how to fire that I might do it with no danger to our troops, and expressing himself grateful for this offer of support, saying that without reinforcements he would not be able to maintain the position he then occupied for an hour. Therefore, at 2.50, I opened fire in the line directed, with good effect, silencing their battery on our left; at 3.50 ceased firing, and dropped down opposite the landing at Pittsburg.

Sent Mr. Peters, gunner, on shore, to communicate with General Grant for further instructions. His response was, to use my own judgment in the matter. At 4 p. m. the Lexington, Lieutenant Commanding Shirk, having arrived from Crump's Landing, the Tyler, in company with the Lexington, took position three quarters of a mile above Pittsburg, and opened a heavy fire in the direction of the rebel batteries on their right, the missiles from which were falling all around us. We silenced them in thirty minutes. At 5.30, the rebels having succeeded in gaining a position on our left, an eighth of a mile above the landing at Pittsburg and half a mile from the river, both vessels opened a heavy and well-directed fire on them, and in a short time, in conjunction with our artillery on shore, succeeded in silencing their artillery, driving them back in confusion.

At 6 p. m. the Tyler opened deliberate fire in the direction of the enemy's right wing, throwing 5″ and 10″ shell; at 6.25 ceased firing.

At 9 p. m. the Tyler again opened fire, by direction of General Nelson, (who greatly distinguished himself in yesterday's engagement,) throwing 5″, 10″, and 15″ shell and an occasional shrapnel from the howitzer, at intervals of ten minutes, in the direction of the enemy's right wing, until 1 a. m., when the Lexington relieved us, and continued the fire at intervals of fifteen minutes, till 5 a. m., when, our land forces having attacked the enemy, forcing them gradually back, it made it dangerous for the gunboats to fire.

At 7 I received a communication from General Grant—enclosed is a copy—which prevented the gunboats taking an active part throughout the rest of the day. Lieutenant Commanding Shirk deserves the highest praise for the efficient manner in which the battery of the Lexington was served. At 5.35 p. m. the enemy were forced to retreat in haste, having contested every inch of ground with great stubbornness during the entire day.

The officers and men of this vessel displayed their usual gallantry and enthusiasm during the entire day and night. Your "old wooden boats," I feel confident, rendered invaluable service, on the 6th instant, to the land forces. Gunner Herman Peters deserves great credit for the prompt and courageous manner in which he traversed our lines, conveying communications from this vessel to the commanding general.

The rebels had a force of 100,000 men. A. S. Johnson, (killed, body found on the field,) Beauregard, Hardee, Bragg, and Polk being their commanding generals. Governor Johnson, provisional governor of Kentucky, is a prisoner in our hands, mortally wounded. Loss severe on both sides; ours probably 10,000; the rebels suffered a much greater one. I think this has been a crushing blow to the rebellion.

I am happy to state that no casualties occurred on either of the gunboats.

The Tyler expended 188 shell, four solid shot, two stand of grape, and six shrapnel. Enclosed I send you Lieutenant Commanding Shirk's report.

Your obedient servant,

WM. GWIN,

Lieutenant Commanding Division of Gunboats on Tennessee River.

Flag-Officer A. H. FOOTE,

Commanding Naval Forces on Western Waters.

UNITED STATES GUNBOAT LEXINGTON,

Pittsburg, Tennessee, April 8, 1862.

SIR: On the morning of the 6th instant, while lying at Crump's Landing, I heard severe cannonading in the direction of Pittsburg. I got under way, and stood up the river to communicate with Lieutenant Commanding Gwin, of the Tyler.

Upon my reaching this place I found that an attack had been made by the rebels in force. I returned to Crump's to support the division under command of General Lew Wallace, when I found that his division had proceeded to join the main force, back of Pittsburg Landing.

I then steamed back to this place, and no instructions reaching the gunboats from the commanding general on shore, we were forced to remain inactive hearers of the desperate fight, until the left wing of our forces having been forced back and completely turned, and the rebels getting so near the river that the missiles from their batteries fell thick and fast over and around us, enabled us to use our great guns with such effect that the fire of the enemy was silenced in thirty minutes.

This was between 4.10 and 4.40 p. m. Again, at 5.35, the enemy having gained a position on the left of our lines, within an eighth of a mile of the landing and of the transports, we again, with the Tyler, opened fire upon them, silencing the enemy, and, as I hear from many army officers on the field, totally demoralizing his forces, and driving them from their position, in a perfect rout, *in the space of ten minutes.*

The firing on the part of the land forces then ceased. At eight o'clock I went down to Crump's Landing, and finding that everything was quiet there returned to this place.

At 1 a. m. on the 7th I relieved the Tyler, Lieutenant Commanding Gwin, in a position immediately above the landing, and fired, until daylight, a shell every fifteen minutes into the enemy's camp.

Yesterday, at daylight, the fight recommenced between the two parties on shore, and continued until 5 p. m., when the enemy made a hurried retreat.

The gunboats occupying a position on the left of our lines not being allowed to fire, I spent the morning and part of the afternoon in acts of mercy; picking up the wounded who had found their way to the river, and conveying them to the hospital boats.

I must say that the gallantry and good conduct of the officers and men whom I have the honor to command, displayed upon this occasion, as often before, are beyond all praise.

I have the honor to be, sir, your most obedient servant,

JAMES W. SHIRK,
Lieutenant Commanding.

Flag-Officer A. H. FOOTE,
United States Navy, Commanding United States Naval Forces on Western Waters, Cairo, Illinois.

Thanks of the department to certain officers.

NAVY DEPARTMENT, *April* 12, 1862.

SIR: The department desires you to convey to Commander Henry Walke and the officers and men of the Carondelet, also to Acting First Master Hoel, of the Cincinnati, who volunteered for the occasion, its thanks for the gallant and successful service rendered in running the Carondelet past the rebel batteries on the night of the 4th instant. It was a daring and heroic act, well executed, and deserving of special recognition.

Commendation is also to be extended to the officers and crew of the Pittsburg, who, in like manner, on the night of the 7th instant performed a similar service. These fearless acts dismayed the enemy, enabled the army under General Pope to cross the Mississippi and eventuated in the surrender to yourself of Island No. 10, and finally in the capture, by General Pope, of the forts on the Tennessee shore, and the retreating rebels under General Mackall.

I would also, in this connexion, render the acknowledgments which are justly due the officers and crews of the several boats who, in conjunction with a detachment of the forty-second Illinois regiment, under Colonel Roberts, captured the first rebel battery and spiked the guns on Island No. 10 on the night of the 1st instant. Such services are duly appreciated by the department, which extends its thanks to all who participated in the achievement.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer A. H. FOOTE,
Commanding Gunboat Flotilla, &c., Cairo, Illinois.

Destruction of trestle-work of the Memphis and Charleston railroad.

UNITED STATES GUNBOAT TYLER,
Pittsburg, Tennessee, April 14, 1862.

I have the honor to inform you that the Tyler and Lexington convoyed two transports, containing two thousand troops, infantry and cavalry, under the command of General Sherman, to Chickasaw, Alabama, where they disembarked and proceeded rapidly to Bear Creek bridge, the crossing of the Memphis and Charleston railroad, for the purpose of destroying it and as much of the trestle-work as they could find.

I am happy to state that the expedition was entirely successful. The bridge, consisting of two spans, one hundred and ten feet each, was completely destroyed, (*i. e.*, the superstructure,) together with some five hundred feet of trestle-work and half a mile of telegraph line.

The rebels made a feeble resistance to our cavalry, one hundred and twenty in number, but soon made a hasty retreat, losing four killed ; our loss, none.

I regret to state that, in firing a salute on the 12th, John D. Seymour, boatswain's mate, was so much injured by the premature discharge of a gun as to cause his death yesterday morning.

Allow me to congratulate you, and those under your command, on your great success at Island No. 10. Enclosed I send you Lieutenant Commanding Shirk's report.

Very respectfully, &c.,

WILLIAM GWIN,
Lieutenant Commanding Division of Gunboats on Tennessee River.

Flag-Officer A. H. FOOTE,
Commanding Naval Forces Western Waters.

Flag-Officer Foote reports having gone to New Madrid from Island No. 10.

FLAG-STEAMER BENTON,
Off Fort Pillow, April 14, 1862.

SIR: I have the honor to report that on the 11th instant I proceeded with the flotilla from Island No. 10 to New Madrid, and left that place with all our force on the 12th instant, and anchored the same evening near and just below the Arkansas line, fifty miles distant from New Madrid.

Early in the morning General Pope, with transports conveying his army of twenty thousand men, arrived from New Madrid. At 8 o'clock five rebel gunboats rounded the point below us, when the gunboats, the Benton in advance, immediately got under way and proceeded in pursuit; and when within long range opened upon the rebels, followed by the Carondelet, and Cincinnati, and the other boats. After an exchange of some twenty shots, the rebel boats rapidly steamed down the river and kept beyond our range until they reached the batteries of Fort Pillow, a distance of more than thirty miles. We followed them to within a mile of Fort Pillow, within easy range of their batteries, for the purpose of making a good reconnoissance, at considerable expense, however; but it was not till we had rounded to and ran some distance up stream when the enemy opened fire upon us, and then with no effect, their shot, most of them, going beyond us. Having accomplished our object, I tied the flotilla up to the banks on the Tennessee side, out of range of the forts, for the night.

General Pope, with Assistant Secretary Scott, came aboard at 3 p. m., when it was arranged that the mortar-boats should be placed in the morning on the

Arkansas shore, within range of the forts, to be protected by the gunboats, and General Pope, with most of his force, should land five miles above, with the view of getting his army, if possible, to the rear of the fortifications and make the attack in rear, while we should, with gun and mortar-boats, attack them in front.

This place has a long line of fortifications, with guns of heavy calibre; their number and the number of their men I have not yet been able to ascertain. The secession feeling here, as I learn from several persons coming on board, is very strong, and they express the opinion that the resistance will be very determined.

Three p. m.—General Pope has returned with his transports, and informs me that he is unable to reach the rear of the rebels from any point of the river above, and proposes to cut a canal on the Arkansas side, which will enable us to get three or four of the gunboats below, and thus enable him to cross the river below the upper forts, and thus cut off the batteries. We shall thus have three iron-clad boats above and four below, which I presume will be all that will be required in case the six gunboats of the rebels make an attack upon either division, as three of our gunboats ought successfully to cope with six of theirs.

The mortars are now firing, and have driven the rebel gunboats out of range down the river.

I shall continue to keep the department advised of our movements.

The effects of my wound have quite a dispiriting effect upon me from the increased inflammation and swelling of my foot and leg, which have induced a febrile action, depriving me of a good deal of sleep and energy. I cannot give the wound that attention and rest it absolutely requires until this place is captured.

I have the honor to be your obedient servant,

A. H. FOOTE, *Flag-Officer.*

Hon. GIDEON WELLES,
Secretary of the Navy.

Flag-Officer Foote's report of operations off Fort Pillow.

UNITED STATES FLAG-STEAMER BENTON,
Off Fort Pillow, April 17, 1862.

SIR: I have the honor to inform the department that yesterday, and the day preceding, I had, with General Pope, made such arrangements, by combining our own with the forces of the army, that our possession of this stronghold seemed to be inevitable in less than six days. I had even stronger hopes of this desirable result than I entertained even at No. 10, till the actual surrender was tendered. Our object then, after leaving a force to garrison the place, was to proceed to Memphis immediately, where, I have good authority for stating, we would have been received without opposition. But the sudden withdrawal of the entire army of General Pope this morning, under orders to proceed directly up the Tennessee river to join General Halleck's command at Pittsburg, has frustrated the best matured and most hopeful plans and expectations thus far formed in this expedition. Two volunteer regiments, under command of Colonel Fitch, were left here by General Pope to co-operate with the flotilla. While I deeply regret the withdrawal of General Pope's command, I am not at all questioning the propriety, and even the necessity, of its presence at Pittsburg, and I shall use every exertion with the force remaining to accomplish good results.

It is a great object to obtain early possession of this place and Memphis, as ten of the rebel gunboats are now at Fort Pillow, and ten others are reported as *en route* to Memphis, and daily expected at that place. It is reported that

Commodore Hollins left Fort Pillow on Sunday to bring up the heavy gunboat Louisiana, now about completed at New Orleans. With the exception of this vessel, however, we have little to apprehend from the other rebel gunboats, according to the representation of the four or six deserters lately coming to us from the gunboats at Fort Pillow. At all events, the department may rest assured of every exertion being made on our part to accomplish the great work intrusted to this expedition. * * *

I have the honor to be, your obedient servant,

A. H. FOOTE, *Flag-Officer.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES FLAG-STEAMER BENTON,
Off Fort Pillow, April 19, 1862.

SIR: I have the honor to inform the department that since my last communication of the 17th instant, we have been occasionally throwing shells into the rebel fortifications from the mortar boats, which have been returned from their rifled guns, without producing any effect. Ours have compelled one encampment to remove its quarters, and from several deserters we learn have otherwise discomforted them.

One or two examinations made by Colonel Fitch, commanding the two regiments left to co-operate with the flotilla by General Pope on withdrawing his army, have been unsuccessful, thus far, in finding a bayou for our boats, and a position below Fort Pillow, where a battery can be placed to command the river below. I shall again render him assistance by sending over small boats, in hopes that at a distance further up the river we may be able to discover a bayou leading into a lake, in which water sufficient may be found for our gunboats, with a view of erecting a battery under their protection, which will blockade the river below and enable his force, although not exceeding fifteen hundred men, to come upon the rebels in rear, while, with the remaining gunboats here, we attack them in front.

I am greatly exercised about our position here, on account of the withdrawal of the army of 20,000 men, so important an element to the capture of the place. Fort Pillow has for its defence at least forty heavy guns in position and nine gunboats—six of them, however, being wooden boats, but armed with heavy guns—with a force of six thousand troops. Our force consists of seven iron-clad and one wooden gunboat, sixteen mortar-boats, only available in throwing shells at a distance, and even worse than useless for defence, and a land force of two regiments, not exceeding 1,500 troops. Under these circumstances an attack on our part, unless we can at first establish a battery below the fort under the protection of the gunboats, and to co-operate with it after its completion, would be extremely hazardous, although its attempt might prove successful, and even be good policy under other circumstances; but it can hardly now be so regarded, as a disaster would place all that we have gained on this and other rivers at the mercy of the rebel fleet, unless the batteries designed to command the river from below are completed at No. 10, or at Columbus, which I very much doubt. I therefore hesitate about a direct attack upon this place now, more than I should were the river above properly protected, although by it and loss of time the rebels may succeed in getting up to Fort Pillow their entire fleet of gunboats. As I stated in my last communication, had not General Pope's army been withdrawn we have every reason for believing that a plan we had adopted would have insured the fall of Fort Pillow in four days, and enabled us to have moved on Memphis in two days afterwards. It has always been my

expectation that a large army would co-operate with the gunboats, and now the fall of Corinth and movements of our troops on to Memphis seem to be essential to our holding this place and reaching Memphis with the flotilla. * * *

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE, *Flag-Officer.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES FLAG-STEAMER BENTON,
Off Fort Pillow, April 23, 1862.

SIR: I have the honor to inform the department that since my last communication, with the exception of a day or two, when the heavy rains caused the mortars to recoil dangerously on the wet platform, we have been shelling the rebel batteries at Fort Pillow, and most of the time kept their gunboats beyond our range. Colonel Fitch, in command of the 1,200 infantry left here by General Pope, has been examining bayous and creeks, with a view of getting guns to blockade the river, and prevent the new gunboats from coming up from New Orleans and Memphis; but as the rebels are in great force, and no tools or conveniences for cutting through the swamps were left by General Pope when his army, so unfortunately for us, was withdrawn, he has made as yet no satisfactory progress.

I am doing all in my power towards devising ways and means preparatory to a successful attack on the forts, and shall continue to do so; but as the capture of this place was predicated upon a large land force co-operating with the flotilla, or its being turned by the army marching upon Memphis, and considering the difficulties of fighting the flotilla down stream with our slow boats compared with up-stream work, the department will not be surprised at our delay and having made no further progress towards the capture of this stronghold of the rebels. I shall, however, do all in my power to be successful here, and exert myself, even beyond my impaired health and strength, towards the accomplishment of this great object.

The rebels are strongly fortified on land, and have eleven gunboats lying near, or rather below their fortifications. A resident of the place informs me this morning that thirteen gunboats are now here, seven of which, however, are mere river steamers with boilers and machinery sunk into the hold, and otherwise protected; but they carry from four, six, to eight guns of heavy calibre, some of which are rifled. The other boats are iron-plated or filled in with cotton. The large steamer of sixteen or twenty guns being plated, and named the "Louisiana," has not arrived, but is daily expected from New Orleans.

I have thus given the department the best information I can obtain from the most reliable sources—from resident Union men, and the twelve deserters from the enemy, whose accounts, however, are conflicting, many of them giving fabulous numbers of men, guns, and gunboats, We have not force enough to hold the place if we take it.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE, *Flag-Officer.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

P. S. In a picket skirmish yesterday the rebels lost one killed, and one or two wounded. No loss on our side.

A. H. F.

Captain C. H. Davis's report of an engagement with rebel gunboats off Fort Pillow, May 10, 1862.

UNITED STATES FLAG-STEAMER BENTON,
Off Fort Pillow, May 11, 1862.

SIR: I have the honor to inform the department that yesterday morning a little after seven o'clock the rebel squadron, consisting of eight iron-clad steamers, four of them, I believe, fitted as rams, came around the point at the bend above Fort Pillow and steamed gallantly up the river, fully prepared for a regular engagement.

The vessels of this squadron were lying at the time tied up to the bank of the river, three on the eastern and four on the western side, and—as they were transferred to me by Flag-Officer Foote—ready for action. Most of the vessels were prompt in obeying the signal to follow the motions of the commander-in-chief.

The leading vessels of the rebel squadron made directly for mortar-boat No. 16, which was for a moment unprotected. Acting master Gregory, and his crew, behaved with great spirit. During the action he fired his mortar eleven times at the enemy, reducing his charge and diminishing the elevation.

Commander Stembel, in the gunboat Cincinnati, which was the leading vessel in the line on that side of the river, followed immediately by Commander Kilty, in the gunboat Mound City, hastened to the support of the mortar-boat, and were repeatedly struck by the enemy's rams at the same time that they disabled the enemy and drove him away.

The two leading vessels in the middle of the enemy's line were successfully encountered by this ship. The boilers or steam-chest of one of them was exploded by our shot, and both of them were disabled; they, as well as the first vessel encountered by the Cincinnati, drifted down the river.

Commander Walke informs me that he fired a fifty-pound rifle-shot through the boilers of the third of the enemy's gunboats of the western line, and rendered her for the time being helpless. All of these vessels might easily have been captured if we had possessed the means of towing them out of action, but the steam-power of our gunboats is so disproportionate to the bulk of the vessels that they can accomplish but little beyond overcoming the strength of the current even when unincumbered.

The action lasted during the better part of an hour, and took place at the closest quarters. The enemy finally retreated with haste below the guns of Fort Pillow.

I have to call the especial attention of the department to the gallantry and good conduct exhibited by Commanders Stembel and Kilty, and Lieutenant commanding S. L. Phelps.

I regret to say that Commander Stembel, Fourth Master Reynolds, and one of the seamen of the Cincinnati, and one of the Mound City, were severely wounded; the other accidents of the day were slight.

The Cincinnati and Mound City are injured, and must sooner or later go up the river to be repaired

I have the honor to be your most obedient servant,

C. H. DAVIS,
Captain, Commanding Mississippi Flotilla pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Flag-Officer Davis's report of the surrender of Memphis.

UNITED STATES FLAG-STEAMER BENTON,
Memphis, June 6, 1862.

SIR: In my despatch of yesterday, dated at Fort Pillow, I had the honor to inform the department that I was about moving to this place with the men-of-war and transports. I got under way from Fort Pillow at noon, leaving the Pittsburg, Lieutenant Commanding Egbert Thompson, to co-operate with a detachment of Colonel Fitch's command in holding possession of Fort Pillow and securing public property at that place, and also the Mound City, Commander A. H. Kilty, to convoy the transports containing the troops not then ready to move.

On the way down I came suddenly, at a bend of the river, upon the rebel transport steamer Sovereign, which turned immediately to escape from us. I sent forward Lieutenant Joshua Bishop, with a body of small-armed men, in a light tug, by whom she was captured. She is a valuable prize.

The gunboats anchored, at 8 o'clock p. m., at the lower end of island No. 45, about a mile and a half above the city of Memphis. The mortar-boats, towboats, ordnance, commissary, and other vessels of the fleet, tied up at island No. 44 for the night.

At daylight this morning the enemy's fleet, consisting of the rebel rams and gunboat, now numbering eight vessels, were discovered lying at the levee. They dropped below Railroad Point, and, returning again, arranged themselves in front of the city.

At 4.20 the flotilla, consisting of the following five vessels—the flag-ship Benton, Lieutenant Commanding S. L. Phelps; the Louisville, Commander B. M. Dove; the Carondelet, Commander Henry Walke; the Cairo, Lieutenant Commanding N. C. Bryant; and the St. Louis, Lieutenant Commanding Wilson McGunnegle—got under way by signal, and dropped down the river.

The rebels, still lying in front of the town, opened fire, with the intention of exposing the city to injury from our shot. The fire was returned, on our part, with due care in this regard. While the engagement was going on in this manner two vessels of the ram fleet, under commmand of Colonel Ellet—the Queen of the West and Monarch—steamed rapidly by us and ran boldly into the enemy's line. Several conflicts had taken place between the rams before the flotilla, led by the Benton, moving at a slower rate, could arrive at the closest quarters. In the meantime, however, the firing from our gunboats was continuous, and exceedingly well directed.

The General Beauregard and the Little Rebel were struck in the boilers and blown up.

The ram Queen of the West, which Colonel Ellet commanded in person, encountered with full power the rebel steamer General Lovell, and sunk her, but in doing so sustained some serious damage.

Up to this time the rebel fleet had maintained its position, and used its guns with great spirit. These disasters, however, compelled the remaining vessels to resort to their superiority in speed as the only means of safety. A running fight took place, which lasted nearly an hour, and carried us ten miles below the city. It ended in the capture or destruction of four of the five remaining vessels of the enemy; one only, supposed to be the Van Dorn, having escaped. Two of the rams—the Monarch and Lancaster No. 3—pursued her, but without success. They brought back, however, another prize.

The names and fate of the vessels composing the rebel fleet are as follows:

The General Lovell, sunk in the beginning of the action by the Queen of the West. She went down in deep water, in the middle of the river, altogether out

of sight. Some of her crew escaped by swimming; how many went down in her I have not been able to ascertain.

The General Beauregard, blown up by her boilers, and otherwise injured by shot, went down near shore.

The Little Rebel, injured in a similar manner, made for the Arkansas shore, where she was abandoned by her crew.

The Jeff. Thompson, set on fire by our shells, was run on the river bank and abandoned by her crew. She burned to the water's edge, and blew up by her magazine.

The General Price was also run on the Arkansas shore. She had come in contact with one of the rams of her own party, and was otherwise injured by cannon balls. She also was abandoned by her crew.

The Sumter is somewhat cut up, but is still afloat.

The fine steamer General Bragg is also above water, though a good deal shattered in her works and hull.

The Van Dorn escaped.

Of the above-named vessels, the Sumter, General Bragg, and Little Rebel will admit of being repaired. I have not received the reports of the engineers and carpenters, and cannot yet determine whether it will be necessary to send them to Cairo, or whether they can be repaired here.

The pump of the Champion No. 3 will be applied to raise the General Price. No other vessels of the rebel flotilla will, I fear, be saved.

I have not received such information as will enable me to make an approximate statement of the number of killed, wounded, and prisoners on the part of the enemy.

One of the vessels, going down in deep water, carried a part of her crew with her; another, the General Beauregard, having been blown up with steam, many of her crew were frightfully scalded. I doubt whether it will ever be in my power to furnish an accurate statement of these results of the engagement.

The attack made by the two rams under Colonel Ellet, which took place before the flotilla closed in with the enemy, was bold and successful.

Captain Maynadier, commanding the mortar fleet, accompanied the squadron in a tug, took possession of the Beauregard, and made her crew prisoners. He captured, also, other prisoners during the action, and received many persons of the rebel fleet who returned and delivered themselves up after their vessels had been deserted. It is with pleasure that I call the attention of the department to his personal zeal and activity, the more conspicuous because displayed while the mortar boats under his command could take no part in the action.

The officers and men of the flotilla performed their duty. Three men only of the flotilla were wounded, and those slightly. But one ship was struck by shot.

I transmit herewith copies of my correspondence with the mayor of Memphis, leading to the surrender of the city.

At 11 o'clock a. m. Colonel Fitch, commanding the Indiana brigade, arrived and took military possession of the place.

There are several prizes here, among them four large river steamers, which will be brought at once into the service of the government.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS, *Flag-Officer.*

Comd'g Western Flotilia, Mississippi river, pro tem

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

UNITED STATES FLAG-STEAMER BENTON,
Off Memphis, June 6, 1862.

SIR: I have respectfully to request that you will surrender the city of Memphis to the authority of the United States, which I have the honor to represent.

I am, Mr. Mayor, with high respect, your most obedient servant,

C. H. DAVIS,
Flag-Officer, Commanding, &c., &c.

His Honor the MAYOR *of the city of Memphis, Tenn.*

MAYOR'S OFFICE, *Memphis, June* 6, 1862.

SIR: Your note of this day is received and contents noted.

In reply I have only to say that the civil authorities have no resources of defence, and, by the force of circumstances, the city is in your power.

Respectfully,

JOHN PARK, *Mayor.*

C. H. DAVIS, *Flag-Officer, Comd'g, &c.*

UNITED STATES FLAG-STEAMER BENTON,
Off Memphis, June 6, 1862.

SIR: The undersigned, commanding the military and naval forces of the United States in front of Memphis, have the honor to say to the mayor of the city that Colonel Fitch, commanding the Indiana brigade, will take military possession of Memphis immediately.

Colonel Fitch will be happy to receive the co-operation of his honor the mayor and the city authorities in maintaining peace and order; and to this end he will be pleased to confer with his honor at the military headquarters, at 3 o'clock this afternoon.

The undersigned have the honor to be, with high respect, your most obedient servants,

C. H. DAVIS,
Flag-Officer, Commanding afloat.
G. N. FITCH,
Colonel, Commanding Indiana Brigade.

His Honor the MAYOR *of the city of Memphis, Tenn.*

MAYOR'S OFFICE, *Memphis, June* 6, 1862.

GENTLEMEN: Your communication is received, and I shall be happy to co-operate with the colonel commanding in providing measures for maintaining peace and order in the city.

Your most obedient servant,

JOHN PARK, *Mayor.*

Flag-Officer C. H. DAVIS and Colonel G. N. FITCH.

[Telegram.]

UNITED STATES FLAG-STEAMER BENTON,
Memphis, via Cairo, June 21, 1862.

The gunboat Conestoga, returning from White river, reports the capture of two batteries mounting seven guns, at St. Charles, 80 miles from the mouth. The attack was commenced by Captain Kilty, in the gunboats, who silenced the first battery. The second battery was gallantly carried by Col. G. N. Fitch at the head of the 46th Indiana Volunteers. A shot caused the explosion of the steam-drum of the Mound City by which the greater part of her officers and crew were killed and wounded. I write by to-day's mail.

CHAS. H. DAVIS, *Flag-Officer.*

Hon. GIDEON WELLES,
Secretary of the Navy.

Flag-Officer Davis encloses report of action at St. Charles, Arkansas, June 17, 1862.

UNITED STATES FLAG-STEAMER BENTON,
Memphis, June 23, 1862.

SIR: I have the honor to acknowledge the receipt of your letter of the 17th instant, appointing me flag-officer in command of the United States naval forces employed in the Mississippi river and its tributaries.

I transmit by this envelope a detailed report of the action at St. Charles, from Lieutenant Commanding W. McGunnegle, the senior officer on duty after Commander Kilty was wounded.

* * * * * * * *

I have the honor to be, very respectfully, your obedient servant,

C. H. DAVIS,
Flag-Officer Commanding Mississippi Flotilla, Mississippi river.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES FLAG-STEAMER BENTON,
Memphis, June 19, 1862.

SIR: The Conestoga, Lieutenant Commanding G. W. Blodgett, arrived here to-day from White river. She brings information of the capture of two batteries at St. Charles, eighty miles from the mouth, the first of which mounted four Parrott guns, and the second three 42-pound rifled guns. These guns, it is understood, were taken from the gunboat Mariposa, which, after being dismantled, was sunk.

There is now but one gunboat remaining in White river, the Pontchartrain, mounting three or five guns, and having her machinery protected by iron and cotton.

The enemy has attempted to block up the river by driving piles and by sinking boats, but no serious obstructions have yet been encountered.

The Conestoga will return to White river to-night with re-enforcements, accompanied by an additional transport laden with commissary stores.

The victory at St. Charles, which has probably given us the command of White river, and secured our communication with General Curtis, would be unalloyed with regret but for the fatal accident to the steam-drum and heater of the Mound City, mentioned in my telegraphic despatch. Of the crew, consisting of 175 officers and men, 82 have already died, 43 were killed in the water or drowned, 25 are severely wounded, and are now on board the hospital boat, among the latter is Captain Kilty. They promise to do well. Three officers and twenty-two men escaped uninjured.

After the explosion took place the wounded men were shot by the enemy while in the water, and the boats of the Conestoga, Lexington and St. Louis, which went to the assistance of the scalded and drowning men of the Mound City were fired into both with great guns and muskets, and were disabled, and one of them forced on shore to prevent sinking. The forts were commanded by Lieutenant Joseph Fry, late of the United States navy, who is now a prisoner and wounded.

The department and the country will contrast these barbarities of a savage enemy with the humane efforts made by our own people to rescue the wounded and disabled, under similar circumstances, in the engagement of the 6th instant.

Several of the poor fellows who expired shortly after the engagement expresed their willingness to die when they were told that the victory was ours.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS,

Flag-Officer, Commanding Western Flotilla, Mississippi river.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

UNITED STATES GUNBOAT ST. LOUIS,

St. Charles, White River, Ark., June 18, 1862.

SIR: I have the honor to submit the following report:

On the morning of the 16th instant, the Conestoga and transports having reached us, we got under way from a point called "Arkansas Cut-off" and stood up the river to within about five miles of this place, when we anchored for the night. Captain Kilty sent off a reconnoitering party in the tug At 6 o'clock the next morning we got under way and proceeded up the river in the following order, viz: Mound City, St. Louis, Lexington, Conestoga, and transports. When within two miles of the fortifications we discovered the enemy's pickets; the Mound City and other gunboats immediately opened fire; at the same time Colonel Fitch landed his regiment, and, as we drove them in, they followed them up. We continued to stand on, firing on either side and ahead as we went. Soon we came to a bend in the river, which I conceive to be about a mile in length; almost at the upper end were sunken three boats across the river, (they afterwards proved to be the rebel gunboat Maurepas, and river boats Eliza G. and Mary Patterson,) and abreast of these obstructions on the port hand was a bluff on which we imagined the batteries would be situated, although we could not see a gun on account of the trees. Captain Kelty stood boldly on, closely followed by the other gunboats, firing as we went; soon the enemy responded. The moment we discovered the situation of the enemy's battery the cannonading from our side became terrific. In a few moments the Mound City had advanced to within about six hundred yards of their enemy, when a well-directed shot from a new battery situated a little higher up the bluff penetrated her port casemate a little above and forward of the gunport, killing three men in its flight, and exploding her steam-drum. So soon as this sad accident occurred many of her crew leaped overboard; all boats were instantly sent to their

relief. The position of the gunboats at this time was as follows: the Mound City, followed by the St. Louis and Lexington, the Conestoga being abreast of the latter vessel. The Mound City drifted down and across the stream. The Conestoga boldly came up and towed her out of action. The St. Louis and Lexington moved closer to the upper battery (the lower one being by this time relieved) and continued to pour in shot and shell, the enemy shooting the while at the St. Louis and the wounded of the Mound City struggling in the water. Some two minutes after the explosion on board the Mound City Colonel Fitch made signal for us to cease firing, which I did, and in five minutes after we ceased firing he gallantly charged their battery and carried it without the loss of a single man. Eight of the enemy were left dead, twenty-nine were taken prisoners including Captain Jos. Fry, commander of the post, late lieutenant United States navy, and all their guns and ammunition. Our victory was a complete one, but the loss of life on board the Mound City by the explosion of the steam-drum is frightful. Their batteries consisted of two 12-pounder brass pieces, two 9-pounder Parrott rifled, and two 42-pounder rifled seacoast howitzers. So soon as I was sure we had gained the victory, I repaired to the Mound City, and to endeavor to describe the howling of the wounded and the moaning of the dying is far beyond the power of my feeble pen. Among the scalded and suffering was the brave commander Kilty, who but a short time before I had seen proudly pacing his deck with the enemy's balls whizzing past him. He fought his ship most gallantly. All honor to his name. My first care, after assuming command of the gunboats was to make the best possible provision for the wounded in this, as in the previous engagement with the enemy. Lieutenants Commanding Shirk and Blodgett rendered every assistance in the power of man. For their skill and bravery in action, and the energy displayed by them to assist the wounded they are deserving of the highest honors; and in this connexion I will also mention that Dr. George W. Garver, of the Lexington, and Dr. Wm. H. Wilson, of the Conestoga, were untiring in their attention to the wounded. The above four officers I think richly deserve to be especially mentioned. After consulting with the commanding officer, it was decided to send the wounded to Memphis on board the Conestoga and Musselman, (Colonel Fitch kindly loaning the latter named boat,) with all the surgeons, but what to do with the Mound City was a more perplexing question. I was told by the pilots that it would take several days to tow her out of the river, it being so narrow and crooked. The surgeons represented that the delay would prove fatal to many whose lives might be saved. From what I had seen and heard on this river I must push on with all haste lest the enemy would fortify. After mature deliberation I concluded to get as many men from Colonel Fitch as he could spare, and, with First Master John H. Duble in charge, together with two other officers, and the men unhurt of her own crew, would leave her here and proceed up the river as far as I could prudently, with the river falling as rapidly as it is.

The only two officers that were not wounded or killed on board the Mound City were the first master, Mr. Dominy, and the gunner, Mr. McElroy. I deemed it best to send Mr. Dominy up to Memphis, not that he did not perform his duty well; for I am sure he did, as I saw him in the thickest of the fight moving about on the upper deck, but simply for a change, he having witnessed the horrible catastrophe, his mind appeared to be greatly exercised. Mr. McElroy is now on board the Mound City. We buried, last night, fifty-nine of her crew, there are now twenty-six on board unscathed; many, very many, must have been killed by the enemy while they were struggling in the water. I was quite close to the spot and distinctly saw and remarked on the cowardly act, at the moment they were perpetrating it. An accident also happened to the transport New National, one of the bow guns of the Mound City being loaded, cocked, and primed, the lock string lying on the deck, one of the wounded men rolled on it, which set it off. It was loaded with grape. One of the shot passed through

the steam pipe of the New National, fortunately injuring no one, but she will have to run on one wheel. I found your instructions to Captain Kilty to guide him in this expedition, and be assured I will exert myself in every endeavor to carry them out. In conclusion, let me inform you that the officers I command displayed gallant conduct during the action, and I am happy to say there were no casualties on board this gunboat.

I am, very respectfully, your obedient servant,

W. McGUNNEGLE,
Lieutenant Commanding.

Flag-Officer C. H. DAVIS,
Commanding Western Flotilla, Mississippi river, Memphis, Tenn.

UNITED STATES FLAG-STEAMER BENTON,
Memphis, June 20, 1862.

SIR: The number of wounded men on board the hospital-boat Red River is forty-one. The account given me yesterday was incorrect. I shall still wait for further knowledge before presenting a final report of the casualties attending the capture of the St. Charles forts. The department will be gratified to learn that the patients are, most of them, doing well. The surgeon assures me that Commander Kilty is out of danger; but he is severely crippled in his hands and feet, and suffers a great deal. He is a brave gentleman and a loyal officer. He has always been conspicuous in this squadron for acting his part in the best spirit of the profession. In the attack on the batteries at St. Charles he occupied the leading place, and received his wounds at the head of his line in the zealous performance of his whole duty. Although himself wounded and helpless, he attended to the wants and comforts of his injured officers and men.

I have gratefully to acknowledge our obligations to Major General Wallace and to Dr. Jessup, of the 24th Indiana, and to Dr. McClellan, of the 1st Nebraska regiments, for their valuable sympathy and assistance.

Sister Angela, the superior of the sisters of the Holy Cross, (some of whom are performing their offices of mercy at the Mound City hospital,) has kindly offered the services of the sisters for the hospital-boat of this squadron, when needed. I have written to Commander Pennock to make arrangements for their coming.

I have the honor to be, very respectfully, your obedient servant,

C. H. DAVIS, *Flag-Officer,*
Commanding Western Flotilla, Mississippi River, pro tem.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Flag-Oeffier Davis reports the arrival of the ram Arkansas under the guns of Vicksburg.

UNITED STATES FLAG-STEAMER BENTON,
Off Vicksburg, July 16, 1862.

SIR: In my despatch of July 14th I had the honor to inform the department that I was about sending an expedition up the Yazoo river.

The plan of this expedition, as finally agreed upon between Flag-Officer Farragut, Brigadier General Williams, and myself, was to despatch the gunboats Carondelet and Tyler, and the ram Queen of the West, strengthened by sharp-

shooters from the army, at four o'clock yesterday morning, to procure correct information concerning the obstructions and defences of the river.

Repeated examinations of the Yazoo had informed us that there was a raft obstructing the passage eighty miles from the mouth, with a battery near it below, and the new ram Arkansas above, a vessel represented to be well protected by iron, and very formidable in her battery.

Shortly after the expedition entered the river yesterday morning it encountered the Arkansas coming down.

After a severe fight with the Tyler and Carondelet, in which both vessels were partially disabled, she entered the Mississippi, and passing through the combined squadrons took refuge under the batteries of Vicksburg.

Her appearance was so sudden and the steam of almost every vessel in the squadron so low, or, in other words, so entirely unprepared were we, that she had an opportunity to pass without positive obstruction, though she was severely injured by shot.

The Benton, Lieutenant Commanding S. L. Phelps, got under way and followed her down to the point, but at her usual snail's pace, which renders anything like pursuit ludicrous.

I engaged the upper batteries for half an hour; and in the course of the morning renewed the engagement, with Flag-Officer Farragut on board, for reconnoitering purposes.

At half past six o'clock in the evening an engagement again took place, which lasted for an hour, between this ship, the Louisville, Commander Dove, and the Cincinnati, Lieutenant Commanding B. Wilson, and the upper batteries, the object of which was to cover the passage of Flag-Officer Farragut's fleet. He had determined, during the day, to run below, for the double purpose of supporting the remainder of his squadron and of destroying the rebel ram in passing; to assist in which I had added the ram Sumter, Lieutenant Commanding Erben, to his force.

A note from him this morning informs me that the ram was so entirely concealed by her situation that the attack upon her did not prove to be as destructive as expected. The loss of life in his squadron in its passage before these formidable batteries is wonderfully small, and must be attributed to the rapid and well-directed fire from his ships, by which the guns of the enemy were silenced as soon as reached.

I shall give further particulars of this day's work by the next mail, and transmit the reports of Commander Walke, Lieutenant Commanding Phelps, and Lieutenant Commanding Gwin.

The loss of life in the squadron under my command has been thirteen killed, thirty-four wounded, and ten missing.

Among the killed and wounded are several of the sharpshooters supplied by General Williams, who performed their duty in the most faithful manner.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS, *Flag-Officer,*
Commanding United States Naval Forces, Western Waters.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Attack on the upper batteries at Vicksburg and the ram Arkansas, July 22, 1862.

UNITED STATES FLAG-STEAMER BENTON,
Off Vicksburg, July 23, 1862.

SIR: In my communication of July 16 I mentioned the passage of Flag-Officer Farragut's fleet by the batteries at Vicksburg, with the double purpose

of joining his fleet below and of destroying the rebel ram Arkansas in passing. The latter object was defeated by the darkness of the night. Yesterday morning, shortly after daylight, the Benton, Cincinnati, and Louisville, attacked the upper batteries, for the purpose of covering the Essex and the ram Queen of the West, both of which vessels went down and attacked the Arkansas in her place at the levee.

I transmit a copy of Commander W. D. Porter's report of the results of his engagement. The ram Queen of the West, commanded by Lieutenant Colonel Ellet, struck the Arkansas with sufficient force to do her some injury. Colonel Ellet behaved on this, as on previous occasions, with great gallantry. The shot from the Essex did serious injury to the casemates of the rebel ram and gunboat.

I have the honor to acknowledge the receipt of the communications of the department of the 14th and 15th instant. Our mail boats from Cairo have been fired into lately, and a small extra boat, put on for a special occasion, is reported to have been burned.

My force at this moment is very much reduced. It is reduced in the most formidable manner by sickness and death. Of the one hundred and thirty men of the mortar fleet, one hundred are sick and off duty. The crews of the gunboats are, many of them, reduced to one-half their number. I am in want of at least five hundred men to fill up vacancies and render the vessels under my command efficient.

My force is also reduced by the absence of eight gunboats, three of which are guarding important points of the river, and five of which are undergoing repairs. I have said that I am in want of five hundred men to insure the efficiency of the flotilla. In this calculation I make allowance for the return to duty of many of the sick, but six hundred men would not be too many to send to me. The most sickly part of the season is approaching, and the department would be surprised to see how the most healthy men wilt and break down under the ceaseless and exhausting heat of this pernicious climate. Men who are apparently in health at the close of the day's work sink away and die suddenly at night, under the combined effects of heat and malarial poison. The enemy, however, suffers a great deal more than we do. He counts seventeen or twenty thousand men on his rolls, but can hardly muster five thousand in his ranks. To sickness are added, in his case, the want of hospital accommodations, the want of medicines, and the want of suitable food. I learned that General Williams is about to move down the river. Should it prove so, it will be very unfortunate in its results. This is one of the points at which the cooperation of the army is most essential.

I have the honor to be, very respectfully, your most obedient servant,

C. H. DAVIS, *Flag-Officer,*
Commanding U. S. Naval Forces, Western Waters.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

ON BOARD GUNBOAT ESSEX,
Below Vicksburg, July 22, 1862.

SIR: I have the honor to inform you of the arrival of this ship below Vicksburg, Mississippi, and that we lost one man killed and two wounded.

I delivered several shot into the rebel ram Arkansas, as I believe, with effect. I endeavored to strike her, but as we approached they let go her bow line and the current drifted her stern on. The consequence was this vessel only grazed

her side, and ran, with great force, high on the bank, where she lay at least ten minutes, subject to a terrible fire from the shore battery.

The officers all did their duty and with great coolness. Permit me to draw your attention to Master Willie Coates, of only 14 years of age. This young gentleman volunteered to act as my aid. His conduct was, throughout the action, marked by great coolness and bravery. He has no connexion whatever with the service, but I hope you will bring to the notice of the Navy Department the conduct of this little gentleman, as I think he has earned, by his loyalty, coolness, and bravery an appointment at the Naval Academy.

I am, very respectfully, your obedient servant,

W. D. PORTER, *Commander.*

Flag-Officer C. H. DAVIS,
Commanding Flotilla, Western Waters.

Flag-Officer Davis reports having left Vicksburg for the mouth of the Yazoo river

FLAG-STEAMER BENTON,
Helena, August 1, 1862.

SIR: In my last communication, dated July 25th, and written from the anchorage above Vicksburg, I had the honor to inform the department that Flag-Officer Farragut and Brigadier General Williams had gone down the river; the forces of the latter being prostrated by sickness. The departure of General Williams rendered it necessary that I should abandon the position I then held, because it gave the enemy the possession of the point, from the canal down.

In making this canal General Williams used it as a means of defence, by constructing a continued breastwork and rifle-pit on the lower border, and an angle on the upper border to enfilade the canal where it was crossed by the levee. This levee, distinguished as the *new* levee, formed in itself a convenient breastwork. It was no longer safe for the hospital, commissary, ordnance boats, coal and ice barges, mail boats, &c., to lie at the bank; I therefore moved up, with my whole command, to the mouth of the Yazoo.

When I sent the Sumpter and Essex below the batteries I was prepared for Flag-Officer Farragutt's leaving; but I had no idea that General Williams intended to abandon his position. I expected to maintain uninterrupted communication with these vessels across the neck, and employ them in blockading the town from below. But now, the army having gone, these vessels must go to Baton Rouge or New Orleans for their supplies, and are permanently separated from my command.

In my despatch of the 23d ultimo I informed the department that several of our mail boats from Cairo had been fired into, and one sunk. It now appears that the communications in my rear are so seriously threatened that they could only be kept open by gunboats; and the three light and fleet gunboats are all undergoing repairs at Cairo. Information of a reliable and circumstantial character came to me that wagons, &c., had been called in, to transport guns from the Yazoo to the vicinity of Islands No. 92 and 94. I learn from the captains of the mail boats that flying artillery had been taken from bank to bank, on the great bends of the river, and used twice on the same vessel. Light guns and muskets, in the hands of guerilla bands, had been fired into our unarmed vessels from several points between Carolina Landing and Gaines's Landing. The same thing is said to have occurred near Napoleon. Thus my supplies, as well as mails, were cut off, unless sent under convoy.

We have been repeatedly told that General Price was crossing from Mississippi into Arkansas to make a junction with General Hindman.

I have already spoken, in a previous despatch, of the alarming extent to which the efficiency of the few vessels remaining with me has been reduced by the endemic fever, and also transmitted a report of the surgeon on this subject.

Having maturely considered all the circumstances just recited, I determined to leave Vicksburg, where my own force, unaided and very much encumbered, could be of no further service; to close up my lines, now too extended; to open again the sources of communication and supply, and to resume my conjunction with the army. Accordingly, I have moved with all the fleet to this place, where I anchored last night, at 9 o'clock.

But I wish the department to particularly understand that this movement does not involve any loss of control over the river below. Between this place and Vicksburg there are no bluffs—no high lands suited to fortifications. Guns can only be mounted on the level bank, where, to be sure, the levee often serves as a breastwork; but they will have no advantage of ground, and can be easily dislodged.

Your telegraphic despatch of the 25th ultimo was received on the 29th, at 4 a. m., when this ship was opposite Greenville. Flag-Officer Farragut left Vicksburg on the 24th.

I have the honor to be, very respectfully, your obedient servant,

C. H. DAVIS,

Flag-Officer, Comd'g U. S. Naval Forces, Western Waters.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Fleet Captain Pennock's report of expedition up the Ohio river to Evansville, Henderson, &c., in July, 1862.

UNITED STATES NAVAL DEPOT,

Cairo, August 6, 1862.

SIR: I have the honor to transmit to the department Fleet Captain Pennock's report of a joint naval and military expedition up the Ohio river to Evansville, Henderson, &c., undertaken in pursuance of a telegram from Governor Morton, and having for its object the pursuit and punishment of certain parties of guerillas which had threatened Henderson.

I invite the special attention of the department to the promptness with which Captain Pennock, who took a leading part in this service, organized his forces and proceeded to the scene of action.

The enclosed letter of General Love bears the most honorable testimony to Captain Pennock's conduct.

Very respectfully, your most obedient servant,

C. H. DAVIS, *Flag-Officer.*

Hon. GIDEON WELLES, *Secretary of the Navy.*

UNITED STATES NAVAL DEPOT,

Cairo, Ill., July 24, 1862.

SIR: I reported to you on Saturday, the 19th instant, that in consequence of a telegram received from Governor Morton, (a copy of which I forwarded you,) I would leave Cairo for Evansville with the United States receiving ship Clara Dolsen, armed with four 12-pounder rifled howitzers, J. M. Pritchett, lieutenant

commanding, and tug Restless, armed with one 12-pounder howitzer, Master Ford commanding.

I was accompanied by Colonel Moro, with a battalion of 63d regiment Illinois volunteers, and Brigade Surgeon E. C. Franklin, who kindly volunteered his services for the occasion.

I arrived at Evansville on Monday at 6 a. m., and had an interview with Major General Love, who informed me of his plans to capture the guerillas who had control of Henderson, Kentucky, and his intention to occupy that place. My co-operation and that of the troops associated with me were desired in carrying out the plans of the enterprise.

The same afternoon Major Staning, chief of artillery of the district of Mississippi, arrived with the following force: Captain Robinson, company A, 20th battalion 16th regulars, 60 men; Captain Noyce, company H, 13th Wisconsin volunteers, 48 men; and Lieutenant Becker, with one section Stenbeck's battery, 2d Illinois artillery, 25 men, who reported to me for co-operation, by order of Brigadier General Strong, commanding district of Cairo. At the request of General Love, Major Staning with his force, on board steamer Rob Roy, went in advance, for the purpose of occupying and picketing the city, the Clara Dolsen following with Major General Love and staff, with an addition of 500 men, consisting of infantry and a section of artillery. After landing the stores and troops, Colonel Moro was ordered by Major General Love to occupy and hold the city, while the Indiana troops and the section of Stenbeck's battery took up their line of march for the interior.

During the day several arrests were made, including two of the guerrillas, who were prominent in robbing the hospitals at that place and destroying government property, who were placed in irons on board the Clara Dolsen, and subsequently delivered up to the provost marshal.

General Love having received a despatch the following night that guerrillas, in force, were occupying Uniontown, with intent to cross the river to attack Mount Vernon, on the Indiana shore, Major Staning was despatched with a force to look after this matter, in the Rob Roy, accompanied by the armed tug Restless. Soon after I joined him at Uniontown, all being quiet at Mount Vernon.

During the afternoon several arrests were made of prominent secessionists and a number of boats destroyed, by order of Major General Love. Toward evening Surgeon Franklin and Lieutenant Commanding Pritchett, while reconnoitering the outskirts of the town, came upon a squad of guerrillas and captured three, who were brought in and sent on board the Rob Roy under guard, to be sent to headquarters at Henderson.

Proceeding down the river, we arrived early in the evening at Shawneetown, where I received despatches from Captain Wise, announcing the presence of guerrillas on the Kentucky shore opposite Cairo; and having no force there, naval or military, he advised that a portion of the force under my command should return with all possible despatch. Early this morning the Clara Dolsen and tug started for Cairo, and arrived here at 4 p. m., with two companies of Major Staning's command; he returning with the remainder of his force to Henderson in the Rob Roy, aboard of which I had placed a 12-pounder howitzer.

In conclusion, I regret to state that I found but little Union feeling on the Kentucky shore, and am of opinion that the interests of government and safety of steamers navigating the Ohio require that light-draught gunboats should be kept moving constantly up and down the river. Enclosed please find copy of letter received from Major General Love.

Acting Lieutenant Hoel, in conjunction with Mr. Sheeley, of the General

Price, and Mr. Perkins, my assistant, consented to act as pilots for the expedition. The latter also assisted me in other duties.

Very respectfully, your obedient servant,

A. M. PENNOCK,
Commander and Fleet Captain.

HENDERSON, KENTUCKY, *July* 23, 1862.

CAPTAIN: I cannot permit you to leave me without expressing my sense of the gratitude with which the citizens of Indiana, and of this locality, will reward the prompt co-operation of yourself and your officers in this emergency, which threatened their security, and for the polite personal attention of yourself and Captain Pritchett to myself and staff.

I beg you to accept my sincere thanks and my best wishes for your safe return to Cairo.

I am, captain, with great respect, your obedient servant,

JOHN LOVE,
Major General Indiana Legion.

A. M. PENNOCK,
Fleet Captain Gunboat Flotilla, on board Clara Dolsen.

Capture of rebel transport Fairplay, and large quantities of arms, ammunition, &c., in August, 1862.

CAIRO, ILLINOIS, *August* 26, 1862.

The combined naval and military operation, planned between General Curtis and myself before leaving Helena, has returned to the latter place, having accomplished its work with great success.

The rebel transport Fairplay has been captured, containing twelve hundred new Enfield rifles, four thousand new muskets, with accoutrements complete, a large quantity of fixed ammunition, four field guns, mounted howitzers, and small arms. Colonel Woods landed and captured the encampment of the 31st Louisiana regiment with arms, the enemy flying before him.

He captured another camp, with tents, baggage, and provisions, burning the depot and eight cars, and destroying the telegraph. The combined expedition proceeded up the Yazoo, where it captured a battery, consisting of sixty-four forty-two-pounder and thirty-two-pounder guns, and twenty-four and twelve-pounder field pieces, with seven thousand pounds of powder, one thousand shell, shot, and grape. Colonel Woods dispersed the rebel forces in several places. Will send further particulars by mail to-morrow.

C. H. DAVIS, *Commodore.*

Hon. GIDEON WELLES,
Secretary of the Navy.

Lieutenant Commanding S. L. Phelps reports a successful attack on the enemy at Bolivar, Mississippi, in August, 1862.

UNITED STATES FLAG-STEAMER BENTON,
Helena, August 27, 1862.

SIR: In my last report, sent by the Switzerland on the 23d instant, I informed you that we had found the enemy in some force at Greenville, Mississippi, and had dispersed him. I have now to report that as soon as Colonel Woods's force

had returned from the pursuit, it was re-embarked, and we proceeded up the river, stopping to examine every point where a rebel force was likely to be posted; but we were unsuccessful in again finding an enemy till we reached Bolivar, Mississippi. Colonel Woods then landed his infantry and cavalry, and two mountain howitzers, and soon discovered the rebels to the number of about 3,000 posted on a plantation above the town. I moved up with the Benton to support our small force—not more than 500 men—in its gallant attack, and effectively used the battery in clearing the fields.

The enemy, after a brisk skirmish, fled, leaving seven prisoners and ten cavalry horses in our possession. Colonel Woods lost one man killed and two wounded. The loss of the enemy in killed is not known, but numbers of horses were running over the fields without riders, and the negroes reported his loss quite heavy.

From Bolivar to Helena, where we arrived this morning, we did not succeed in again encountering an enemy. The troops returned in good spirit and health, while the condition of the sick on board the gunboats was not injuriously affected by the eleven days' cruise below.

I am, respectfully, your obedient servant,

S. L. PHELPS,
Lieutenant Commander.

Flag-Officer CHARLES H. DAVIS,
Commanding Naval Forces, Western Rivers.

POTOMAC FLOTILLA.

Lieutenant Commanding R. H. Wyman's report of the shelling of Freestone Point, &c.

UNITED STATES STEAMER HARRIET LANE,
Off Matawoman Creek, December 9, 1861.

SIR: I have the honor to report to you that this morning about 9½ o'clock, seeing the enemy's pickets, three camp wagons, and a mounted officer coming down the road to the southward of Freestone Point and halting at some buildings near the beach, I directed the steamers Jacob Bell and Anacostia to shell and burn the buildings. I stood in with this vessel as far as her draught of water would admit to protect them in event of the enemy bringing a field battery to Freestone Point. After shelling the buildings and hill, and driving back the pickets, Lieutenant Commander McCrae landed with a few men and fired four houses, which have since burned to the ground; they contained sutlers' stores, flour, &c. As eighteen hours elapsed before the fire subsided, I judge that the quantity of stores must have been consumed. The enemy fired but a few musket shots.

I am, sir, very respectfully, your obedient servant,

R. H. WYMAN, U. S. N.,
Lieutenant Commanding Potomac Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

Attack on Cockpit battery by the Anacostia and Yankee.

POTOMAC FLOTILLA, *January* 3, 1862.

SIR: Judging that the battery on Cockpit Point could be enfiladed, and wishing to obtain a more complete knowledge of the extent of the enemy's works in that vicinity, I directed the Anacostia, Lieutenant Commanding Badger, with the

Yankee, Lieutenant Commanding Eastman, to stand inside Cockpit Point to the northward and throw their shells into the battery. In this they were entirely successful, their shells falling directly in the battery, those of the Anacostia being planted with the most admirable precision. The guns on the extreme point of the battery were at once abandoned; the only guns which the enemy could at any time bring to bear were an 80-pounder rifled gun and a rifled 12-pounder. Four shots were fired from these as the vessels passed inside of the battery, one of which, from the 80-pounder rifle, passed through the port bow of the Yankee, and lodged in a berth on the starboard side, in the forecastle, doing no damage, except very slightly wounding one of the crew—Alexander Mitchell, ordinary seaman—by a piece of lead from the shell being thrown inboard, over the rail. On the enemy's firing its fourth shot, a 9-inch shell from the Anacostia and a 6-inch shell from the Yankee were exploded under their gun, almost simultaneous with its flash. Their gun was dismounted, and they abandoned the battery. After firing a few more shell, the vessels retired.

On Cockpit Point the enemy have now four or five guns in battery. Their heavy gun has been remounted and moved to the northern face of the battery, to prevent another attempt at flanking them. A breastwork for another battery has been thrown up, which will entirely protect them to the northward.

I am, sir, very respectfully, your obedient servant,

R. H. WYMAN,
Lieutenant Commanding Potomac Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Commanding R. H. Wyman of the abandonment by the rebels of Cockpit and Shipping Point batteries.

POTOMAC FLOTILLA, *March* 9, 1862, 4 *p. m.*

SIR: The information which I forwarded to you by telegraph is, I consider, confirmed. The Cockpit and Shipping Point batteries have been abandoned. They have been shelled for an hour without reply. The enemy have set fire to everything at Shipping Point, and frequent explosions give evidence of the destruction of their ammunition. The fires and explosions extend some distance back, between Cockpit and Shipping Points. The Page I believe to have been set fire to and blown up.

I am, sir, very respectfully, your obedient servant,

R. H. WYMAN,
Lieutenant Commanding Potomac Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

Lieutenant R. H. Wyman's report of the shelling and the evacuation of rebel batteries on the Potomac.

POTOMAC FLOTILLA, *March* 11, 1862.

SIR: Having received information on the 9th instant that the enemy were abandoning the line of the Potomac, after making a reconnoissance, I directed the schooner Anacostia, Lieutenant Commanding Badger, to shell the Cockpit battery, and found it deserted. Small parties were then landed from the Yankee

and Anacostia. Our flag was raised over the works and the guns (which were not spiked) spiked. On the 10th, with the assistance of a regiment from General Hooker's division, the guns at Cockpit were thrown over the embankment, the gun back of Evansport disabled, and some of the ammunition removed. Immediately on the enemy's discovering that we were aware of their evacuation, they fired everything at the Evansport batteries. Many of their magazines were blown up; the landing parties saved some by removing the slow-matches and trains of powder. The gun carriages were fired and rendered useless. The guns, some loaded for bursting, exploded as they became heated, dismounting many; but those which have burst appear to me to have burst some time since. Very large quantities of shot and shell have been found in the magazines. The enemy appear to have been entirely deficient in means of transportation; many tents, camp fixtures, and clothes were left.

Their batteries are of a much more formidable nature than I had supposed, and great labor has been expended in their construction. The country round is lined with rifle pits, and breast works thrown up (but no guns mounted) on a hill, back, commanding the rear of the Shipping Point batteries. The guns are of the best description, mostly United States guns; one an English rifle gun. From the direction on the boxes of ammunition, I find that the Evansport batteries were commanded by Fredr. Chartard, formerly a commander in the United States navy. The steamer Page was blown up and entirely destroyed.

I am, sir, very respectfully, your obedient servant,

R. H. WYMAN,
Lieutenant Commanding Potomac Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

Lieutenant Commanding E. P. McCrea's report of his proceedings in the Rappahannock.

UNITED STATES STEAMER JACOB BELL,
Rappahannock River, April 15, 1862.

SIR: Immediately upon the receipt of your telegram, "by order of the President," I proceeded at once to carry out the instructions therein contained.

The expedition was composed of the Jacob Bell, Satellite, Island Bell, Resolute, Reliance, and Piedmontese. The Wyandank, the vessel I depended on so much, being "double ended" and 9-inch guns, broke her crank on her trip from the navy yard, so I was compelled to leave without her. We entered the Rappahannock at 8.30 p. m., and anchored for the night at Carter's creek, about 11.20 p. m.

I was anxious to obtain a pilot from the river, so I sent on shore a party of men, and surrounded several houses, hoping to secure one, but failed. Fortunately, Acting Master Street, of this vessel, knew the river somewhat, so with his assistance and the charts, I concluded to go up as far as Tappahannock at least, if not to Fredericksburg.

From two brothers, named Lewis, found on St. George's island, I learned the following: They left Fredericksburg two weeks ago. At that time there was 30,000 troops back about two or three miles from Fredericksburg, but they were constantly moving southward; did not know how many now.

Fort Lowry was the only fort on the river; had 5 guns mounted. The St. Nicholas, Virginia, and Eureka were in the river; no guns on them. (I have since learned the St. Nicholas had 2.) They were drawing timber to build gunboats; they intended to sink a stone boat in the channel about Fort Lowry.

About four weeks ago forty Virginia volunteers were just below Fredericksburg doing scout picket duty. As many as three hundred refugees are in the woods trying to get across the Potomac, from thence to Maryland, to escape drafting. (I would here state that I have been applied to by several Unionists on the Virginia shore of the Potomac for protection and allow vessels to load their stock and bring their families away.) At midnight I moved up to Urbana; at daylight we attempted to land, but were met by a volley of musketry from the enemy concealed in a rifle pit, perforating the boat, but injuring no one. I spared the town, notwithstanding, seeing women and children hastening to and fro, but shelled the rifle pits; I then moved on to the eastern "wharf C," but saw nothing; at meridian passed Fort Lowry, a circular fort, mounting five guns, but have heard they had eight or eleven, one heavy rifle gun. On the hill, back about five hundred yards, new wooden barracks for five thousand men had just been finished, and in the rear of the fort, on the beach, quarters for three thousand more. I landed three boats' crews and destroyed all; found some muskets, blankets, and medicines. They evidently had left on our approach, as the hospital beds were left in a state as just vacated.

I went up then to Tappahannock. I fired a gun and hoisted a white flag, but seeing no boats for the authorities to come in, I went ashore with a flag of truce myself. I found only negroes on the beach, but sent for the authorities; three white men came down; I told them I would not damage their town, and to satisfy the women and aged to that effect, but that I should take possession of the town until I left. I hoisted the American flag from the most prominent public building, the school-house.

I learned from these gentlemen, disloyal, but not secessionists, that there were about thirty thousand troops at Fredericksburg, but Dr. Gordon said about twenty thousand, and that they were constantly moving; one regiment was five miles this side of Fredericksburg. General Longstreet commanded the brigade at Fort Lowry. No troops within thirty miles, save the cavalry pickets from the company at Urbana. No gunboats building at Fredericksburg, they believed. I heard the troops from Fort Lowry moved away one week ago.

I could get no pilot, or I should have gone up further. At this point the channel is two fathoms deep, crooked, and varies, and I could not devote the time to survey and pass up. I heard from a negro that five schooners were sunk in the channel seven miles this side of Fredericksburg.

There is no obstructions of any kind in the channel so far. Off Fort Lowry the light ship is sunk, though her masts are visible still, a perfect mark in day time. Tappahannock is fifty miles from Richmond, and the same from Fredericksburg by land; the latter seventy-five miles by water; troops can be landed here with perfect ease, but pilots must be had.

I laid off Tappahannock all night, hoping I might secure something passing down; at daylight I was rewarded by capturing a sloop from Fredericksburg with shad, oysters, and letters containing valuable information. * * *

I immediately got underway and stood down the river. I had decided not to go to Fredericksburg from the nature of the river. My vessels could have been sunk by rocks and stones from the banks, which are at least two hundred feet high, and I was advised not to go by a man at Tappahannock, who said he gave me the intelligence out of gratitude for sparing the town, as they thought I would destroy it as I had the barracks, &c., at Fort Lowry.

The men from the captured sloop gave way in their little boat as soon as they saw us and landed on the starboard side of the river; they had too good a start for us to catch them.

I captured coming down the river two schooners from out a creek, (Totousky creek.)

At Union wharf I saw a lot of men; I made a hurried landing and captured two confederates belonging to Captain Jeffers's company and Hardin's, they were

to go in camp to morrow; they have been impressed and would stand by the Union if they dared, so they say; being in uniform, I retained them as prisoners. At the store on the said wharf I took all contraband articles, salt, coffee, &c. and scuttled the whiskey and rum; the feeling is Union, if they could be protected. At Heathsville there are ninety cavalry without arms or accoutrements and are to go in camp to-morrow at 3 p. m.; two thirds of them are impressed Unionists and wish to be captured.

Very respectfully, your obedient servant,

E. P. McCREA,
Lieutenant Commanding Expedition.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Lieutenant Commanding R. H. Wyman's report of his proceedings on the Rappahannock.

FLOTILLA, POTOMAC AND RAPPAHANNOCK,
April 20, 1862.

SIR: I arrived at Fredericksburg, Virginia, on Sunday, at 10 a. m., having met with no resistance on the river, and no hostile act, with the exception of a few shots fired by pickets. I found that Fredericksburg had been surrendered to the land forces of the United States on the day before, the rebels having destroyed the bridges, burned the two steamers, Virginia and St. Nicholas, and about forty schooners belonging to private individuals, as also large quantities of corn and grain.

There is no obstruction on the Rappahannock river to within about seven miles of Fredericksburg; there several schooners, loaded with stone, are sunk across the channel. On sounding I found a channel to admit of the passage of two of the lighter steamers, with which I went on to the city. On a further examination of this channel, I find that most of the vessels of the flotilla could be taken past the "bulkhead" on high water.

There are two breastworks for guns thrown up on the right bank of the river—one at Lowry Point, the other just above the "bulkhead," about seven miles from the city. At present there are no guns mounted on them.

I have given those with whom I have communicated to understand that they will not be molested while pursuing their peaceful vocations. They seem to have anticipated harsh treatment, and I think that this expedition will conduce to a better feeling on their part. Those who have been prominent in rebellion are said to have left for Richmond. I enclose a list of captures made, a full list of which I have transmitted to the judge of the district in Washington. One steamer, named the Roundout, I have retained (subject to the approval of the department) in this river. She is almost worthless, but may be made useful for getting wood, water, &c., for the flotilla.

I am, sir, very respectfully, your obedient servant,

R. H. WYMAN,
Lieutenant Commanding Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

FLOTILLA, POTOMAC AND RAPPAHANNOCK,
April 20, 1862.

SIR: The following is a list of the vessels captured by this flotilla on the Rappahannock river and its creeks:

Steam propeller Eureka, of Georgetown. Cargo, 30 pounds cotton warp; 2 bags cotton; 2 sides leather; 9 plows; 24 shears.

Schooner Monterey, of Tappahannock. Sails, &c., complete. No cargo.

Schooner Lookout, of Baltimore. Sails, rigging, &c., complete. Cargo, corn for confederate government.

Schooner Sarah Ann, of Newbern. Sails, &c., complete. Cargo, corn. Abandoned.

Schooner Sydney Jones, of Baltimore. Sails, furniture, &c., complete. No cargo. Abandoned.

Sloop Reindeer, of Tappahannock. Sails, &c., complete. No cargo. Abandoned.

Schooner Falchon, of Tappahannock. Sails, &c., complete. No cargo. Abandoned.

Schooner Sea Flower. Abandoned; secreted in a creek, and masts cut away to prevent detection. Cargo, 4 barrels bone dust; 5,400 pounds copperas; 600 pounds saltpetre; 20 pounds indigo; 672 pounds carbonate soda; 500 pounds alum; 2 small compasses; 60 pounds shoe thread; 40 pounds shoe thread, colored; 176 gallons castor oil; 8 gross essence coffee; 4 dozen cans solidified lye; 2 large cases of assorted dry goods, cloths, hosiery, and notions.

Steamer Roundout, side wheel. No cargo.

No papers were found in any of the above-mentioned vessels.

I am, sir, very respectfully, your obedient servant,

R. H. WYMAN,
Lieutenant Commanding Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

Reports of the examination of Mob Jack bay and Piankatank river, by Lieutenants Badger and Magaw.

FLOTILLA, POTOMAC AND RAPPAHANNOCK,
May 8, 1862.

SIR: I have the honor to enclose herewith the reports of Lieutenant Commanding Badger, steamer Anacostia, and of Lieutenant Commanding Magaw, steamer Freedom, of their examination of Mob Jack bay and the Piankatank river. I have since learned that the light-boat taken from Windmill Point spit is anchored inside Gwinn's island, and have some clue to where the lighting apparatus is. These I shall make every effort to obtain. I have found it necessary to take and destroy all vessels and boats of any size on the Rappahannock, as they were being used to cross men from the peninsula, and I am convinced that there is hardly a man with Union sentiments on the southern bank of the river. It is now rumored among the negroes that the enemy intend placing batteries on the Rappahannock, and the points selected have been pointed out by them; but as yet no step has been taken towards it. Should they do so, I think it will be merely for the purpose of protecting a crossing nearly opposite the Brisco mines, from which point a field battery could be brought to command entirely their position, (selected by report.) The river is so narrow above Tappahannock as to render it almost impossible for vessels to

act against even a field battery. At present there are but a few pickets on the southern bank of the river, and they generally keep well out of range.

I am, sir, very respectfully, your obedient servant,

R. H. WYMAN,
Lieutenant Commanding Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy.

UNITED STATES STEAMER ANACOSTIA,
Flotilla of Potomac and Rappahannock, May 2, 1862.

SIR: I have the honor to report that, in obedience to your order, I have examined Mob Jack bay, and the creeks and rivers connected therewith, as far as practicable without a pilot.

I took the Anacostia a short distance up the Severn, Ware, and North rivers; in each we saw some schooners on shore without sails, having the appearance of being some time out of use. Some distance up the Severn there is a schooner in good order, moored close under the bank, no doubt well protected by the pickets of the enemy, as it is but a short distance from Gloucester Point. To penetrate this river we should be supplied with a pilot, and at least three steamers. No doubt we should have to contend with field artillery.

I am of the opinion that a small steamer should be stationed in Mob Jack bay, as there is nothing to prevent access to it for contraband trade or for other purposes. The steamer in the bay might also occasionally take a cruise up as far as the mouth of Piankatank at night.

I observe that vessels frequently anchor in the Chesapeake bay near the Virginia shore, and boats we know cross from the eastern to the western shore.

Very respectfully, yours, &c.,

O. L. BADGER,
Lieutenant Commanding.

Lieut. Commanding R. H. WYMAN,
Commanding Flotilla of Potomac and Rappahannock.

UNITED STATES STEAMER FREEBORN,
Piankatank, Virginia, April 29, 1862.

SIR: I have the honor to report that, in obedience to your order, I have examined the Piankatank river, and found, about twenty miles up, three schooners scuttled On our return, with the Island Belle and prize-steamer Eureka, we were attacked by a battery of light artillery from a bluff and thicket. No damage was done us by the enemy of any importance. Our rifles prevented them from loading and discharging rapidly. Proceeding about two-thirds of a mile below the point of attack, we stopped and shelled out the party, firing some shells into the woods without a response. Upon reaching Fishing bay I found the Freeborn, Master's Mate Brice in charge, had been attacked during my absence, and had shelled the enemy until they ceased firing.

The Island Belle received two rifle shells and some musket balls. The Eureka received three rifle shells; one through her pilot house, one through her smoke-stack, and one on her after deck, cutting away the steering gear. I am pleased to say Acting Master Harris, Master's Mate Newton, and Third Assistant Engineer Magaw, behaved with great coolness and gallantry. The pilot of the Freeborn, Mr. Hardin, and Peter Nash, seaman, were slightly wounded, but

both are now on duty. The Eureka has been repaired; in fact, her efficiency was not impaired for more than fifteen minutes.

Yours, faithfully,

SAMUEL MAGAW,
Lieutenant Commanding.

Commodore WYMAN,
Commanding Flotilla.

UNITED STATES STEAMER FREEBORN,
Piankatank River, April 29, 1862.

SIR: I have the honor to submit the following report of the attack of the enemy upon this vessel during your absence up the Piankatank river on a reconnoissance of 29th instant.

While lying at anchor in the same position you left me in the morning, the enemy opened fire upon us from a masked battery of three or more guns, rifled, situated on an elevated position of five or six hundred yards distant. I immediately got under way, and returned their fire with such accuracy as to silence their guns.

Respectfully submitted,

J. S. BRICE, *Master's Mate.*

Lieutenant SAMUEL MAGAW,
Commanding Freeborn.

MISCELLANEOUS.

Lieutenant Commanding Trenchard's report of the capture of the English schooner Richard O'Bryan, July 10, 1862.

UNITED STATES STEAMER RHODE ISLAND,
Off New Orleans, July 10, 1862.

SIR: I have the honor to inform the department that on the morning of July 4, on the passage of this vessel from Velasco to Galveston, Texas, having made a schooner some seven miles to eastward of San Louis Pass, which at first was supposed to be the Rachel Seaman, the blockading vessel off that place, stood for her. Soon afterward she came to anchor about half a mile from the beach. Upon the approach of the Rhode Island the schooner got under way and was run on shore.

The position seemed to have been selected with special care, as the ground abreast the place where she stranded was somewhat higher and covered with thick brushwood, presenting a place favorable for an ambuscade. Cavalry were near it, and others lurking by. A few shells thrown in the direction of this spot caused a hasty retreat of the cavalry.

The steamer was brought to anchor near the shore, and Acting Master Pennell directed to take charge of an expedition composed of the first cutter and two smaller boats, in charge of Assistant Paymaster Douglass and Acting Chief Engineer McCutchen, respectively, and despatched to the schooner, with instructions if she could be got off to inform me at once, but if otherwise, to remove such portions of the cargo as the boats might carry, then fire the vessel and return. The boats succeeded, under cover of our guns, in landing without any opposition. Upon overhauling the schooner it was found that she was bilged and abandoned, and from her papers she proved to be the English schooner

Richard O'Bryan, from Jamaica, cleared for Matamoras, with an assorted cargo, among which was a large amount of drugs.

The instructions given to Acting Master Pennell were promptly carried out, and the boats returned, bringing with them a large quantity of valuable medicines, and such articles as the boats might stow. A heavy squall coming up, and the surf increasing, it was deemed inexpedient to make another trip with the boats to the vessel, and she was fired.

Another schooner within the sound, separated from us by a narrow strip of land, which appeared to have been engaged in receiving the cargo of the O'Bryan, got under way upon our approach, and stood for San Louis, and soon after grounding was abandoned by her crew.

The weather having moderated, I directed the steamer to be got under way and we took up a position directly abreast of the inside schooner, with a hope of being able to fire her with our shells; but failing in this, and discovering, as I had supposed, a very narrow pass, I directed Acting Master Pennell to reorganize his expedition, taking with him a light metallic boat, to proceed on shore, and if the "neck" of land proved to be no wider than it appeared, (fifty yards,) to haul the boat over, pull to the schooner, then fire her, and return. The boats landed, under cover of our guns, without difficulty, and the party, bearing our flag, waving proudly over Texan soil, proceeded to make the necessary reconnoissance.

The cavalry which had returned to the burning schooner after we had left her, discovering our men upon the shore, advanced towards them, but a few well-directed shells drove them back. A still larger body from the opposite direction now advanced rapidly toward our men; a shell fired toward them caused a temporary halt, and on they sprang, certain of their prey, when a few more shells from our well-served guns caused a speedy retreat.

The necessary examination was made, and the distance across the "neck" being much greater than anticipated, nearly a mile instead of a few yards, the plan was considered impracticable, and had, with great reluctance, to be abandoned, and the boats returned in good order to the ship.

Great credit is due to Acting Master Pennell, and the officers and men accompanying him for their promptness in carrying out the instructions given him.

The "O'Bryan" had been boarded a few days before by the steamers "Hatteras" and "De Soto" and the schooner "Samuel Houston," and warned off.

Acting Master Pennell reports that from appearances he should judge that about half the "O'Bryan's" cargo had been landed.

The papers found on board the schooner will be forwarded to the judge of the district court at Boston, and that portion of the cargo saved carried to that place in this vessel.

I am, very respectfully, your obedient servant,

STEPHEN D. TRENCHARD,
Lieutenant Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Acting Master C. H. Daniels's report of naval battery taken by him to Harper' Ferry in May, 1862.

UNITED STATES NAVY YARD,
Washington, June 8, 1862.

SIR: I have the honor to submit the following report.

In obedience to your order of Sunday, the 25th ultimo, I assumed command of the "naval battery," consisting of six naval howitzers and one nine-inch Dahlgren shell gun, and proceeded per railroad to Harper's Ferry. I arrived there with my command about seven o'clock the next morning, and immediately reported to General Saxton, the commanding officer at that place. In obedience to his orders, I proceeded to disembark my battery. The howitzers were quickly disembarked and ready for service, but the large gun could not be so easily handled; weighing nearly four tons, it required much more time and trouble to disembark it from the car. I at last succeeded in "parbuckling" it over the side and securing it to the large truck used for transportation. Fourteen horses, from the 1st New York battery, were now attached, and succeeded in drawing the gun to the foot of the mountain road; four more horses were here added, but were unable to move the gun up the mountain.

Finding it useless to try and make the horses pull the gun up this road, and hearing of another some five miles around, I went over the road, and finding it much better, determined to take the gun up by this new avenue of approach by hand. With the assistance of three regiments, with the proper tackling attached, I *hauled* the gun to the position assigned to it, (which is 2,000 feet above the level of the sea.) The gun was now placed in "battery," and soon made ready for action.

My light howitzers were dragged up the mountain road by hand, and placed in position to protect my rear, the position being such that they could be made available at any moment for an attack upon the front.

Thursday morning an addition was made to my battery of two guns, one a nine-inch, the other a fifty-pound Dahlgren. After almost insurmountable difficulties, which were happily overcome by persevering efforts, I succeeded in placing them in their proper positions on the heights.

My whole battery, now commanding the valleys of the Shenandoah and Potomac rivers, as also the heights of Loudon and Bolivar, was now ready for any emergency.

On Friday evening, in obedience to General Saxton's orders, I opened my battery on Bolivar heights where the enemy was supposed to be in strong force. After an action of an hour's duration, during which time I expended twenty-five shells, ten shrapnel, and fifteen rifle shot, the enemy retired, leaving our forces in possession of the heights.

On Saturday, June 7, in obedience to orders received, I turned over to the army my two nine-inch guns and the fifty-pound rifle, receiving a receipt for the same; with the remainder of my guns, and with the nine-inch gun at "Point of Rocks," I returned to this yard, where I arrived and reported Saturday evening.

Of my whole command I can but speak in the highest terms during the entire siege.

I am, most respectfully, your obedient servant,

C. H. DANIELS,
United States Navy, Commanding Battery.

Captain J. A. DAHLGREN,
Commanding Navy Yard, Washington, D. C.

REPORTS OF HEADS OF BUREAUS.

List of deaths in the navy, as ascertained at the department, since December 1, 1861.

Name and rank.	Date.	Place.
Rear admirals.		
George C. Read	Aug. 22, 1862	Philadelphia.
Eli A. F. Lavalette	Nov. 18, 1862	Philadelphia.
Commodore.		
Garrett J. Pendergrast	Nov. 7, 1862	Philadelphia.
Captains.		
Philip F. Voorhees	Feb. 26, 1862	Annapolis, Maryland.
John Percival	Sept. 17, 1862	Dorchester, Massachusetts.
Uriah P. Levy	Mar. 22, 1862	New York.
Samuel Mercer	Mar. 6, 1862	Brooklyn, New York.
William L. Hudson	Oct. 15, 1862	Brooklyn, New York.
Commanders.		
Samuel W. Le Compte	Jan. 28, 1862	Cambridge, Maryland.
Henry C. Flagg	Aug. 23, 1862	Jamestown, New York.
Richard Wainwright	Aug. 10, 1862	Off New Orleans.
Francis Winslow	Aug. 26, 1862	On board the R. R. Cuyler.
Lieutenant commander.		
William Nelson	Sept. 29, 1862	Louisville, Kentucky.
Lieutenants.		
Samuel Marcy	Jan. 29, 1862	On board the Vincennes.
Joseph B. Smith	Mar. 8, 1862	On board the Congress.
John G. Sproston	June 8, 1862	Mayport Mills, Florida.
George M. Blodgett	Nov. 6, 1862	Mississippi squadron.
Charles H. Swasey	Oct. 4, 1862	On board the Sciota.
Surgeons.		
Samuel Barrington	Sept. 4, 1862	Philadelphia, Pennsylvania.
Charles H. Wheelwright	July 30, 1862	Ship Island.
Assistant surgeons.		
William Howell	July 26, 1862	New York.
William B. Gibson	Nov. 8, 1862	On board steamer Connecticut.
Paymasters.		
Francis A. Thornton	Mar. 19, 1862	Baltimore, Maryland.
Joseph B. Oliphant	Sept. 1, 1862	Key West, Florida.
Levi D. Slamm	----------	Marmaroneck, New York.

List of deaths in the navy, &c.—Continued.

Name and rank.	Date.	Place.
Assistant paymasters.		
James S. Turnbull	Feb. 13, 1862	Cedar Keys, Florida.
Charles E. Hammond	Feb. 27, 1862	On board the Sciota.
George F. Hall	Sept. 2, 1862	Key West, Florida.
Chaplain.		
John L. Lenhart	Mar. 8, 1862	On board the Cumberland.
Acting midshipmen.		
John K. Carrothers	Dec. 23, 1861	
John B. Bradley	April 24, 1862	On board the Richmond.
John Anderson	------do------	Below New Orleans.
Second assistant engineer.		
Joseph L. Butler	Sept. 14, 1862	
Third assistant engineers.		
Lewis A. Haverly	Aug. 29, 1862	Naval hospital, Norfolk, Virginia.
James M. Benckert	June 28, 1862	On board the Itasca.
William H. Gamble	Aug. 26, 1862	Pensacola, Florida.
Frederick Dobbs	April 29, 1862	Williamsburg, New York.
Boatswain.		
William Lavery	Dec. 31, 1861	Philadelphia.
Gunners.		
John Myrick	Sept. 17, 1862	Marmaroneck, New York.
Jared D. Boorom	May 15, 1862	Ward's Bluff, James river.
Carpenters.		
John O. Butler	Sept. 29, 1862	On board the Michigan.
James Krim	Sept. 1, 1862	Key West, Florida.
Major, marine corps.		
William W. Russell	Oct. 31, 1862	Washington, D. C.
First lieutenant, marine corps.		
Henry B. Hoff	Aug. 17, 1862	On board the Lancaster.
Second lieutenant, marine corps.		
George Heisler	July 12, 1862	Memphis, Tennessee.
Naval storekeeper.		
James Irwin	Nov. 27, 1862	Philadelphia.

List of resignations in the navy since December 1, 1861.

Name and rank.	Date of resignation.
Lieutenant.	
Joseph D. Blake	Feb. 5, 1862
Surgeon.	
William G. Hay	Feb. 18, 1862
Assistant surgeon.	
John Homans, jr	Sept. 17, 1862
Acting midshipmen.	
Alfred F. Brady	Jan. 25, 1862
William A. Duer	do
Thomas L. Morris	Feb. 16, 1862
Esculapius Buckmaster	Feb. 25, 1862
Charles H. Brantingham	do
Thomas R. Brooks	do
George F. Hyam	Mar. 12, 1862
Franklin S. Cantrell	do
Daniel W. Davies	do
John C. Doughty	do
William D. Groves	do
Henry F. Struse	do
William A. Doliver	do
Robert W. Alexander	do
James B. Baker	do
William Robinson	do
William H. Smith	April 1, 1862
Junius D. Crabb	do
Francis O. Blake	April 14, 1862
William H Dunn	May 17, 1862
William H. Webb	June 10, 1862
Alfred S. Newlin	do
George H. Laughton	June 13, 1862
Peter V. Bussing	do
George J. Richardson	June 18, 1862
William A. Hess	June 26, 1862
Amariah H. Hicks	July 1, 1862
Edward D. Breed	do
Samuel C. Buckingham	do
Norris P. Stockwell	do
Arnold H. Dohrman	do
William H. Mott	do
Henry W. Golden	do
Acting midshipmen—Cont'd.	
William B. McMichael	July 1, 1862
Peter V. Hasken	do
Joseph L. Bay	do
Edward Rodman	do
Henry O. Proctor	do
Lewis M. Albright	do
Walter S. Johns	do
Edward P. Nellis	do
George H. Chapman	do
Samuel R. Whitall	do
Arthur P. Selby	Aug. 12, 1862
Edgar A. Decamp	Oct. 25, 1862
Gunners.	
Charles L. Duncan	Aug. 12, 1862
Charles De Bevoise	Nov. 15, 1862
Carpenters.	
David M. W. Nash	Feb. 15, 1862
James H. Carley	Sept. 25, 1862
Washington Duckett	May 28, 1862
First assistant engineer.	
Edward Mars	Feb. 11, 1862
Second assistant engineers.	
William Frick, jr	April 12, 1862
Charles A. Chipley	April 9, 1862
William A. R. Latimer	Aug. 26, 1862
Third assistant engineers.	
F. A. R. George	Aug. 13, 1862
William C. Starr	May 28, 1862
L. L. Olmsted	Sept. 22, 1862
Sebastian Crolins	Aug. 13, 1862
Augustus Mitchell	May 1, 1862
Thaddeus S. Smith	July 8, 1862
Joseph Mercer	May 1, 1862
Conrad J. Cooper	July 18, 1862

List of dismissals in the navy since December 1, 1861.

Name and rank.	Date of dismissal.
Commander.	
George H. Preble	Sept. 20, 1862
Lieutenants.	
Julien Myers	Dec. 6, 1861
Alexander M. De Bree	do
Dulaney A. Forrest	do
William T. Glassell	do
Nicholas H. Van Zandt	Dec. 24, 1861
John Henry Parker	Jan. 18, 1862
James J. Waddell	do
Robert M. McArann	Jan. 22, 1862
Assistant surgeons.	
James W. Herty	Dec. 17, 1861
Osborn S. Iglehart	Jan. 28, 1862
Paymasters.	
Benjamin F. Gallaher	Aug, 22, 1862
Granville T. Pierce	Sept. 4, 1862
Acting midshipmen.	
Francis D. Campbell	Dec. 5, 1861
Franklin Y. Commager	Dec. 28, 1861
Charles H. Poor, jr	Feb. 25, 1862
John A. Hopkins	Mar. 20, 1862
William R. Hunter	April 14, 1862
James E. Whitwell	do
Julius N. Beemer	do
John C. Conner	July 15, 1862
Edwin S. Fowle	do
Acting midshipmen—Cont'd.	
Frederick H. Freeman	Oct. 4, 1862
George W. Wood	Nov. 25, 1862
Henry B. Rumsey	do
Frederick J. Naile	do
First assistant engineer.	
William P. De Sanno	Mar. 19, 1862
Third assistant engineers.	
William Dunlap Park	Feb. 17, 1862
William H. Habirshaw	Feb. 5, 1862, (App't revoked.)
John P. Green	Mar. 1, 1862, (App't revoked.)
Boatswains.	
J. C. Myers	Dec. 13, 1861
Charles H. Hatfield	Jan. 4, 1862
Joseph Shankland	Sept. 20, 1862
Gunners.	
William Ward	Jan. 4, 1862
Leonard K. Ellis	Feb. 11, 1862
Charles Seymour	April 25, 1862
Otis H. Gilmore	May 7, 1862
Samuel Cross	Sept. 10, 1862
John Duncan	Sept. 22, 1862
William Summers	Sept. 30, 1862
William Yates	do
G. H. Brooks	Nov. 29, 1862

THE NAVAL ACADEMY.

UNITED STATES NAVAL ACADEMY,
Newport, R. I., June 9, 1862.

SIR: The board of officers appointed to witness the examination of the several classes of acting midshipmen at the Naval Academy, and to examine into the state of the police, discipline, and general management of the institution, begs leave to submit the following report:

GENERAL REMARKS.

On assembling, the board found that the examination of the second class, the highest now at the institution, was nearly ended; but requesting it, members of it were re-examined, so that an opinion might be formed as to the extent and character of the attainments of the class. The board also witnessed the examination of the other classes.

In view of the untoward circumstances connected with the removal from Annapolis, and the necessity of occupying a building previously used as a hotel, in the centre of the city, without any enclosure to separate the students from the community, and as the limited capacity of this building rendered it necessary that most of the students should be quartered on board of the Constitution, the board was not prepared to see the institution in the same condition, substantially, as that in which it was before the removal. In this, however, it has been agreeably disappointed.

POLICE AND DISCIPLINE.

Although the superintendent has labored under many disadvantages, the police and discipline were, perhaps, never better than at this time. The combination of parental authority with military discipline appears to be admirably adapted to the condition of students in an institution such as this, in which young men are trained at the public expense, for future usefulness in the navy. There is no appearance of injury to the police or discipline of the establishment, though surrounded by the town and not separated therefrom by an enclosure.

The board, upon a careful examination of the modes of punishment authorized by the regulations of the academy, and upon an inspection of the records of the superintendent's office relating thereto, is fully satisfied that in the performance of the important duties connected therewith, the superintendent has evinced judgment and discretion, for which, as well as for the general condition of the institution, and the police and discipline maintained therein, he is eminently entitled to the highest credit.

The board carefully examined the rooms occupied by the acting midshipmen, the recitation rooms, the kitchen, the bath-room, the laundry, and other apartments, and was gratified with the appearance of cleanliness, comfort, and order in all of them.

MESS, MESSING, AND OTHER EXPENSES.

The arrangements for messing the students are good. The food is of good quality, abundant, and well cooked. No difference is made in the mess arrangements of the house and those of the school-ship Constitution. In both the food is the same as to quality, quantity, and cooking, and in both the same attention is paid to cleanliness and neatness.

The cost of food and attendance, of clothing and of other supplies, is some-

what larger than usual, owing, however, entirely to the general advance since the beginning of the rebellion in the prices of all the necessaries of life.

INFANTRY, ARTILLERY, AND OTHER EXERCISES.

The board witnessed the exercises of the acting midshipmen as a battalion of light infantry, as light artillery, at the great guns of the Constitution, and at target firing on shore. In all these exercises they appear to have been carefully instructed, and in the judgment of the board have attained a degree of excellence in them not to have been expected from students, none of whom have been more than two sessions, and some not three months, at the institution.

The want of an efficient sword-master had been much felt at the institution, but it has been recently supplied by the appointment of a person whose instruction was witnessed by the board, and who appears to be a good instructor.

The board also examined specimens of the drawings of the students, in which branch of instruction they appear to have made satisfactory progress. Many of the specimens are well executed, and do credit both to the instructor and the pupils.

EXAMINATION OF THE SEVERAL CLASSES.

Although the academy is laboring under peculiar disadvantages, as now situated, the board is satisfied that the acting midshipmen have pursued their studies with commendable diligence, and much credit is due to the academic staff for the progress that has been made under such adverse circumstances.

The board cannot, in justice, let this occasion pass without noticing the zeal, industry, and perseverance which appear to have actuated the academic staff under the trying circumstances in which they have been placed since leaving Annapolis.

SELECTION OF CANDIDATES FOR ADMISSION, AND DEFICIENCIES AT EXAMINATIONS.

The attention of the board has been directed to the want of proper care in the selection of candidates for admission into the academy. With honorable exceptions, the selection of candidates by members of Congress seems to depend, in many cases, almost entirely upon political or family influences, without sufficient regard to their character or fitness for the public service. In many cases the students, upon admission to the academy, are almost entirely unprepared, by want of previous training, to pursue successfully the course of instruction, and before they are made sensible of the necessity of application and industry, they are found deficient, and have to be dismissed, or to be turned back to commence their studies anew. After a careful examination of the subject, the board has been forced to the conclusion that the selection of candidates has not been made with sufficient reference to the wants of the public service, but has been, and continues to be, regarded as a portion of the patronage of the members of Congress making the nominations. The evil does not stop here; for, in many cases, after they have been appointed without sufficient regard to talents or fitness, and have obtained admission into the institution, and subsequently have been found unfit to pursue the studies of the class to which they belong, the influence of the members of Congress originally nominating them is successfully used to continue them at the institution, in obtaining authority for them to recommence their studies by joining a lower class, thus retaining those wanting in talents or fitness to the exclusion of others of suitable qualifications that might be presented. By reference to the records of the academy from October 1, 1851, to June, 1857, it is found that 124 students were turned back to pursue a second time portions of the academic course. Of this number 14 were of

the second class, 10 of whom passed the final examination; 22 of the third class, 8 of whom passed the final examination; 43 of the fourth class, at the June examination, of whom only 6 passed the final examination; and, lastly, 45 of the fourth class found deficient in February at their first semi-annual examination after entering the academy, and turned back, of whom *not one* succeeded in completing the course of instruction and passing the final examination. The board cannot avoid the conclusion that the causes operating to produce so many failures to prosecute successfully the course of instruction, are the want of proper care in the selection of candidates, and the practice of allowing students who fail to pass an examination to pursue the same studies a second time with the next lower class. Of 124 students turned back, only 24 have passed the final examination. In view of these facts, the board is of opinion that the practice of permitting students to recommence their studies after having been found deficient at any examination should be discontinued, and that in the selection of candidates for admission the utmost care should be observed. An institution like this, in which the students are educated and supported by the government, ought to have them selected from the brightest and most promising youths of the country. The board requests the attention of the department to a tabular statement accompanying this report, and showing "the number of candidates admitted or rejected each year, the number in each class at successive examinations, the number found deficient," &c.

SCHOOL-SHIP.

The introduction of a school-ship is, in the judgment of the board, a decided improvement upon the original plan of the academy. In it the acting midshipmen receive their first impressions of the service for which they are to be educated, and the board is of opinion that better care can be taken of the members of the fourth class on board of the school-ship than on shore, and that there is ample evidence to show that as good progress in studies can be made on board as on shore. In the belief that the number of students in the academy will be considerably increased, the board recommends that a large ship, or one with greater accommodation than the Constitution, be employed.

PRACTICE-SHIP.

The board inspected the practice-ship "John Adams" just before she sailed with the acting midshipmen, on the summer cruise. In the judgment of the board, such a ship as this does not meet the wants of this service.

The importance of the practice-ship, in connexion with the course of instruction at the academy, can scarcely be overestimated. In view of the change going on in ships-of-war, and the probability that steam-vessels will be universally employed, the board begs leave to call the special attention of the department to the want of a proper practice-ship, with steam-power, for the use of the students during the summer cruise. At the academy the students acquire a theoretical knowledge of the application of steam and of the steam-engine; and it is of great importance that they should acquire a practical knowledge of the steam-engine during the summer cruise. This can be effected only by having a vessel with steam-power. If the practice-ship had steam-power, the board is of opinion that the acting midshipmen could, without special interference with their other studies or duties, acquire a sufficient practical knowledge to run an engine in case of necessity, and to direct intelligently the engineers who have the special charge of the engines and machinery.

REMOVAL OF THE ACADEMY TO AND FROM NEWPORT.

It is scarcely necessary to refer to the causes which led to the removal of the academy; under the circumstances, such removal was unavoidable. Coming here without any previous preparation, the difficulties to be encountered were great, and not to be easily overcome. Expedients had to be adopted, and in many ways the superintendent and other officers of the institution were at a loss how to proceed so as to prevent the studies of the acting midshipmen from being materially interrupted. For the want of proper rooms, inconveniences are still experienced when several classes are reciting at the same time. The library is in boxes at Fort Adams, and appears to be in good condition *now*, but the board does not think that such valuable books should long be kept in a casemate. Doubtless dampness is there, which, in time, will injure or destroy them. Besides, it is important the library should be in a condition for use. At the hotel building there seems to be no suitable accommodation for it. The board is of opinion that as soon as it can be done with safety, the academy should be returned to Annapolis, where every facility exists for the improvement of the students and for the comfortable accommodation of all connected with the institution.

SUPERINTENDENT AND OTHER OFFICERS OF THE ACADEMY.

The board desires to express more than a passing compliment to the superintendent, officers, and others, for the manner in which the affairs of the academy are conducted. Surrounded by difficulties, they have, so far as the board can judge, been zealous and faithful in the performance of duty, and have succeeded in maintaining the standard of study and conduct with reduced numbers and frequent changes in the academic staff. They had no relaxation by a vacation last year, and are expecting none this. The necessity of keeping a large number of students here during the summer, when usually there is a vacation, does not appear to produce discontent or indisposition on the part of any to continue to perform faithfully their duties during this summer, though a season until recently affording them a respite from labors in the recitation hall.

In conclusion, the board desires to express the conviction that, by the arrangements which the department has directed, this important institution has not only been preserved through a period of great embarrassment and difficulty, but that its tone and discipline are in no respect impaired.

The board cannot close this report without a special reference to the superintendent. He has, in the judgment of the board, been untiring in the discharge of his duties, and has performed them in such a manner as to elevate the character of the academy. His mode of governing the young gentlemen under his charge is calculated to produce the happiest results. In no situation connected with the navy could he, in the judgment of the board, have higher or more important duties to perform than those devolving upon him here, and certainly he could not render more valuable service to the country than that performed by him as superintendent of this important institution.

It is proper to state that Commodore Joshua R. Sands and Captain William L. Hudson, members of the board, were not present at the earlier exercises of the acting midshipmen.

Having now completed all of its duties, it only remains for the board to commend this valuable institution to constant and fostering care of the department and to adjourn *sine die*.

I have the honor to be, very respectfully, your obedient servant,

C. K. STRIBLING,
President of the Board.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

The following statements of Commodore Sands and Captain Glynn are, at their request, annexed to this report:

From Commodore Sands.

In the main I concur in the views presented by the foregoing report, but respectfully take leave to except to that portion of it which would seem to reflect on the motives and conduct of members of Congress who by law are authorized to offer candidates for examination and admission to the Naval Academy; also, to so much of it as would seem to reflect unfavorably on parents and guardians, in some instances of small means, in offering candidates not equal (for the want of "*previous training*," *&c.*) to the high standard required. Further, the present juncture of affairs having rendered it necessary to remove the Naval Academy to Newport, Rhode Island, the suggestion that it be returned to Annapolis at any rate for some time to come, is uncalled for. Lastly, I am of the opinion that the high encomiums so justly bestowed on the academic staff and the superintendent in the body of the report make the commendation near the conclusion superfluous.

I am, very respectfully,

JOSHUA R. SANDS,
United States Navy.

From Captain Glynn.

I object to the report as being too laudatory in general, and more particularly to the nine lines beginning with the words "*in no situation*," assuming, as they do, that the duties of an officer in the academy can be of more importance to his country at any time than his proper duties on board of a ship in commission.

Very respectfully,

JAMES GLYNN,
Captain, United States Navy

REPORT OF THE SUPERINTENDENT OF THE NAVAL ACADEMY.

NAVAL ACADEMY,
Newport, R. I., October 8, 1862.

SIR: I transmit herewith the accompanying reports of Lieutenant Commander Edward Simpson, United States navy, commandant of midshipmen, and of Lieutenant Commander Stephen B. Luce, United States navy.

I beg leave to express my sense of the untiring zeal and devotion of these able officers, as well as of the others under my command, to their important duties.

Owing to the great increase of the academy, and its change of circumstances in other respects, the course of practical instruction has of necessity been materially changed; but I trust that these reports will show that the great facilities placed at my disposal by the department for this important purpose have been used advantageously.

I have the honor to be, sir, very respectfully, your obedient servant,

GEO. S. BLAKE, *Superintendent.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES NAVAL ACADEMY,
Newport, R. I., September 30, 1862.

SIR: The summer practice cruise being ended, I have the honor to submit the following detailed report:

On the 3d of June I embarked the midshipmen who were detailed to make the first portion of the cruise. These comprised the first class, twenty-one in number; the second class, thirty-one in number; and twenty-eight of the advanced third class; making eighty in all.

The steerage was found sufficiently commodious, but the portion of the berth deck assigned to the crew was too contracted, forcing many of them to sleep on deck in port. This inconvenience would be removed if the ship were fitted with a light upper deck; and the room thus added would enable her to accommodate twenty more midshipmen, as the entire berth deck could then be devoted to their use.

In obedience to your instructions, the ship was swung carefully at her anchor, under the general direction of the professor of astronomy, navigation, &c., for the purpose of determining the local attraction of the compasses. The errors were tabulated, but proved to be so insignificant that it never was found necessary to apply them to the courses steered. The first class were under instruction during the operation of swinging the ship, and assisted in the work.

On the 6th of June I got under way from Newport, and proceeded to Gardiner's bay, in Long Island sound, where I anchored on the evening of the same day. The midshipmen and crew were stationed in watches and at quarters, and I proceeded to organize the boats of the ship, manned by midshipmen, in a manner that would enable them to take part in any expedition that might be on foot in case our cruise to the southward might afford an opportunity for active service. The boats were hoisted out, armed and equipped for service; the launch's crew (first-class men) were exercised in working the howitzer in the boat and in landing it on the beach; and, finally, a landing party, consisting

of all the boats, was fitted out from the ship, and, moving in approved order to the shore, effected a landing, and formed on the beach in a style which indorsed the advantage of previous drill, and promised well for the reputation of the academy in case these, its representatives, should have an opportunity of meeting an enemy.

On the 11th of June I sailed from Gardiner's bay, and on the 16th arrived at Hampton roads, where I anchored near Fortress Monroe, and sent the midshipmen on shore to examine the fortress. I called on Rear Admiral L. M. Goldsborough, who recommended that I should take the ship up the York river, (her draught of water preventing her from approaching the scene of more active operations up the James river.) Accordingly, on the 18th, I sailed for Yorktown, where I arrived on the afternoon of the same day, and made arrangements with Brigadier General Van Allen for landing the midshipmen on the following day, for the purpose of examining the works of Yorktown, as well as those thrown up with such masterly skill by Major General G. B. McClellan. On the 19th I landed with all the midshipmen, and drew them up in front of the general's quarters, where he inspected them, and declared himself highly gratified with their appearance. Through his kindness we were provided with horses for mounting the officers who accompanied me, and an escort of cavalry, and, under the guidance of Captain Revere and Lieutenant Mott, of the volunteers, (to whom I acknowledge my indebtedness for their attentions,) we made a thorough inspection of the works inside and outside, the attention of the midshipmen being called to the mortar battery of 13-inch mortars, which was ready to open fire on the very day that Yorktown was evacuated.

On the 20th I sailed from Yorktown, and having received the permission from the Navy Department to extend the cruise of this ship as far south as Port Royal, South Carolina, I proceeded for that port. During the passage down we experienced the long spells of southerly winds so prevalent at that season of the year, and being anxious to make the trip in as short a time as possible, I concluded to take the track of schooners bound down the coast, and keep close inshore inside the Gulf Stream. This brought us under the influence of the violent squalls, accompanied by thunder and lightning, which come off at night from the land, and afforded an excellent opportunity of giving the midshipmen some experience in taking care of a ship in bad weather, besides giving the officers an opportunity of noticing those of the midshipmen who proved themselves the most forward in the performance of duty under trying circumstances. In rounding Cape Hatteras, after being becalmed to the northward of it for three days, we experienced the heaviest of these squalls that I have ever seen on the coast. While making the passage every opportunity was taken advantage of to perfect the midshipmen and crew in their duties at quarters; division exercises every morning and general quarters every afternoon soon brought them to a high pitch of excellence, and by the time we reached Port Royal the ship was in good fighting order, with her stays and backstays snaked down, and every preparation made for getting up temporary stays and preventer braces, for slinging topsail yards, for putting on fighting stoppers, for dismounting guns—in short, for providing against all accidents incident to an action at sea. On the 3d of July we anchored at Port Royal, South Carolina, where the midshipmen had an opportunity of visiting the United States frigate Wabash, commanded by Commander C. R. P. Rodgers, and bearing the flag of Rear Admiral S. F. DuPont. The condition of this ship, reflecting the highest credit on her officers, was eminently calculated to impress the young gentlemen, and will no doubt be adopted by them as a standard by which to draw comparisons and as a model for imitation. Finding that there were no active operations on foot in which this ship could bear a part, I sailed from Port Royal on the 5th and proceeded to Newport, Rhode Island, where I anchored on the 13th.

During this the first portion of the practice cruise, notwithstanding the necessary work on deck attending the making a passage and the constant drills and exercises of a military character, I was enabled to assign two hours of nearly each day to the instruction of one watch of the midshipmen in navigation. Professor W. H. Wilcox, who acted as instructor during this portion of the cruise, made such valuable use of this time that before our arrival at Newport the third class could work out the day's work; the second class, in addition to this, were proficient in reading the sextant and making meridian observation, of the sun, while the first class not only could determine the latitude, but were determining the longitude by time sights of the sun. I herewith forward, marked A, the daily reports of the instructor during this cruise.

During this portion of the cruise a detail was made each day of three midshipmen of the first class to act as mates of the forecastle, three as midshipmen of the watch, and one as mate of the steerage. They were not intrusted with the charge of the deck, but were enjoined to pay the strictest attention to the manner in which the duty was carried on by the lieutenants in charge of the deck, and every effort was made to obtain as much uniformity as possible in the manner of giving orders and performing evolutions.

After transferring to the school-ship Constitution the members of the advanced 3d class that I had on board, and transferring from her the same number of midshipmen of the advanced 3d and 3d class proper, I proceeded on the 18th of July to New London, Connecticut, where I anchored on the same day. The following day I permitted the midshipmen to go on shore by watches, on liberty, and have the satisfaction of being able to report that their gentlemanly and correct deportment made a most favorable impression. They also visited the United States frigate Sabine, which was at anchor here, commanded by Commodore Cadwalader Ringgold,

On the 21st I sailed from New London, and arrived in the afternoon off the entrance to New Haven harbor, where I anchored. Hearing that Rear Admiral Andrew H. Foote was in New Haven, and believing that an interview with him would exert a good influence on the midshipmen, I took them on shore, and after drawing them up in front of the admiral's residence, presented them to him. I must add that I rejoiced at the opportunity of extending a compliment to one who has done so much for the reputation of the navy. The admiral kindly came forward on his crutches and addressed them in a few stirring and spirited remarks, which, combined with the influence necessarily exerted by the presence of a man of his reputation, must have made a deep and lasting impression upon the minds of all who heard him. The moral and Christian tone of his remarks was eminently calculated to benefit the young men. He then invited them into the house, where they were introduced to him individually, and had an opportunity of viewing some interesting trophies. The whole scene was impressive, and was one that the midshipmen will never forget.

On the 23d I ran over to Oyster Bay harbor, Long Island, where I hoisted out and rigged all boats and sent down top-gallant masts, preparatory to stripping the mainmast. I was surprised to find that this was the first ship that had ever entered Oyster Bay harbor.

I remained in this fine harbor ten days, during which time the 1st class sent down the main topsail and main yards, stripped the main topmast, sent down the main topmast cross-trees, main topmast, main cap, and raised one-half of the main-top preparatory to sending it down. They then replaced all the rigging, sent up the masts and yards, and got the ship a taunto. During the afternoons I varied the exercise by sending the midshipmen out to exercise in sailing their boats, and encouraged them in the practice of swimming.

On the night of 2d of August we ran over to New London for the mail, which place we left on the 4th and proceeded to Greenport, Long Island, where a vessel of the navy had never been seen before. The ship attracted much attention

from the people, who came off to her in crowds, both at this place and at Oyster Bay, and I feel confident that her visits to this island will excite among the Long Islanders an interest in the academy and the navy which they never had before. Sailing from Greenport on the 6th, I anchored in Shelter Island sound, and on the 7th proceeded up the sound as far as Southold bay, where I came to, making a flying moor, and put on the mooring swivel. While lying in this fine bay I confined the instruction to the practical working of anchors and chains, during which exercise I moored, put on the mooring swivel, took off the swivel, unmoored, bent sheet chain, let go sheet anchor, hove it up to the bows, and transported it back to the waist, and then, buoying up the stern of the launch with casks, I hung the port bower anchor to her, and laid it out with fifty fathoms of chain attached, using the other boats of the ship to buoy up the chain, and hauling them all out by a hawser, led inboard, which being rove through a block lashed to the ring of the stream anchor, (previously planted in the required direction,) had its standing part made fast to the bow of the launch. The anchor being let go, the stream was weighed in the launch by the buoy-rope and brought alongside. In letting go the anchor one of the stops, secured to the quarter of a sharp-sterned boat, jambed, taking the boat down with the chain and leaving several of the midshipmen in the water. One of them, Midshipman Henry Glass, of the 1st class, could not swim, and I had occasion to notice the heroic conduct of Midshipmen D. R. Cassel, C. M. Chester, and D. N. Bell, in their efforts to save him from drowning. I forward herewith (marked B) a copy of an order which I caused to be read at supper formation on the day of this occurrence.

On the 9th I got under way from Southold bay and returned to Greenport, where I anchored during the 10th, (Sunday,) and on the 11th, in the afternoon, ran out to Gardiner's bay, where I remained until the next morning, when I sailed for New London, at which place I anchored on the same day. Finding the ship very light, and not wishing to fill her tanks with salt water, I remained in New London until the morning of the 16th, during which time I watered ship.

While lying in this port the usual port exercises were carried on, of loosing and furling sails, crossing and sending down royal and top-gallant yards, crossing top-gallant yards and loosing sails at the same time, and sending down top-gallant yards and masts together.

The French steam frigate "La Guerriere," was at anchor here, flying the flag of Rear Admiral Reynard. I visited the admiral, and when he returned my visit, he inspected our ship, and made many inquiries concerning our system of instruction, seeming to be highly gratified at all he saw and heard.

He kindly granted permission for the midshipmen to visit his ship, and I sent them on board by watches, under charge of a lieutenant, when they were privileged to examine her under the guidance of the executive officer, Commandant Forget, to whom, as well as to Captain La Perouse, I acknowledge my indebtedness for their kindness. On the 15th I joined the Sabine in firing a salute of 21 guns in honor of the fête day of Napoleon.

On the 16th I put to sea for the purpose of giving the first class some experience in firing at sea. The mixed character of the battery was favorable for experience, but many of the fittings were imperfect. The firing was generally good; the distance of the target was constantly determined by angles measured from aloft, and the distance of the first graze of each shot was also determined. The distances corresponding to the angles were read off as soon as the angles were mentioned, from a table arranged by Lieutenant W. P. Buckner during the practice cruise of 1860, and which is found to be the most accurate and convenient method of determining distances at sea when the distant horizon is clearly defined.

During the continuance of this practice I endeavored to point out to the first class all the difficulties to be overcome in firing at sea, and to demonstrate how

they were to be surmounted, laying particular stress on the necessity of laying the gun in such a manner that the line of sight should be on with the object at a particular point of the roll, after doing which, to wait for the roll to adjust coincidence.

On the 20th I ran in and anchored in Gardiner's bay, in order to attend to some important details of ship work which had been neglected for some time in consequence of the constant occupation of all on board. On the 23d I returned to Newport, Rhode Island.

During this second portion of the cruise, except when the instruction was confined to some special point of practice, two hours of each day were devoted to the instruction of the midshipmen in navigation. Under the able instruction of Lieutenant Commander E. Orville Matthews, the third class on board had accomplished the working of a day's work; the second class had perfected themselves in working time sights by the sun, and could determine the variation of the compass by azimuths and amplitudes, while the first class had progressed so rapidly as to be able to find the latitude and time by altitudes of the moon and bright stars. They were also familiarizing themselves with the positions of the brightest stars by practicing with the planisphere. I forward herewith, marked A, the daily reports of the instructor during this cruise. I also forward, marked C, a system of routine for the practice-ship which I have been enabled to carry out successfully, and which I recommend shall be adopted for guidance in future cruises.

During this portion of the cruise, a detail was made each day of three midshipmen of the first class to do duty as officers of the deck, and they have been drilled, as far as it was possible, in the duties of deck officers at sea and in port. In charge of the deck at sea, they got the ship under way and anchored her, exercised in tacking and wearing, in box-hauling, in making and taking in sail, in reefing topsails, &c., &c.; and in port, much care was taken to instruct them in the established customs of the service, referring to all port routines and observances of the etiquette of a man-of-war.

Leave of absence having been granted by the Navy Department to the first and second classes, I took on board the advanced third class and enough of the third class proper to complete the complement assigned to this ship, and, on the 29th of August, put to sea and stood for the Vineyard sound, where I anchored at Tarpaulin Cove. I take pleasure in calling your attention to Midshipmen H. Glass, E. Dickman, and Ira Harris, jr., of the first class, who gave up their leaves of absence and requested to be permitted to complete the cruise in this ship, willingly giving up the gratifications of a month's leave for the sake of the benefit which they saw they would derive, professionally, from continued practical experience.

Their request was, of course, granted, and they have, during the last portion of this cruise, been in constant practice as officers of the deck, carrying on duty to my satisfaction.

During an exercise at furling sails, while at anchor in this place, Midshipman R. C. Hooker fell from the main topsail yard to the deck, but his life was most mercifully preserved. As he fell he was caught in the bight of the main sheet, which hung loose under the quarter of the main yard, and was thus eased down to the deck, which he reached with no more serious injury than a painful abrasion on the neck.

A gale of wind which blew from the southward on the 1st of September kept me at Tarpaulin Cove until the 2d, when I ran over to Edgarton, where I took another gale from the northwest. On the afternoon of the 3d I left Edgarton and anchored at Holmes' Hole, which place I left on the morning of the 4th and beat out to sea through the Vineyard sound, and commenced beating to the southward and westward towards the capes of the Delaware. The wind remaining steady from the southward and westward, I did not reach the capes until the

9th, when I anchored under the breakwater. I was detained here by easterly weather until the morning of the 12th, when I stood out to sea and shaped a course for Montauk Point, Long Island. On the evening of the 15th I anchored off New London harbor, having experienced at sea a short but heavy gale from the north-northeast.

On the morning of the 16th I got under way and ran up Long Island sound to Glen Cove, Hempsteadh arbor, where I granted to the midshipmen a few hours recreation on shore.

On the 26th I left Glen Cove and proceeded down Long Island sound on my way to Newport, R. I., where I arrived on the 29th, thus bringing the summer practice cruise to an end

During this portion of the cruise the instruction was confined to seamanship, the advanced third class and those of the third class proper who were on board having already completed the course of navigation required by your instructions.

Under the able instruction of Lieutenant Commander R. L. Phythian, the executive officer of the ship, they have been thoroughly drilled in the rigging of this ship, making recitations on the subject daily, for which they have been regularly marked. I forward herewith, marked A, the report of this instructor, in which the classes are arranged in the order indicated by the average of all the marks given at daily recitations. This relative standing will prove a useful reference. I have been fortunate in having, as my assistants on this cruise, officers all of whom are distinguished graduates of the academy, and who were very sensible of the importance of the work that they were required to perform. In every way they have rendered me great assistance, and have exerted themselves to the utmost to impart information to the midshipmen under their control. The academy is beginning to feel the effect of its own influence; the graduates are beginning to give back what they received from it. The practice cruise is, necessarily, one of risk and danger. I am happy to be able to report, in conclusion, that it has pleased a merciful Providence to avert from us all serious consequences that might have resulted from the accidents that have occurred on board.

I am, sir, very respectfully, your obedient servant,

E. SIMPSON,
Lieutenant Commander and Commandant of Midshipmen.

Commodore G. S. BLAKE,
U. S. N., Superintendent U. S. Naval Academy.

UNITED STATES SHIP MARION,
Newport, Rhode Island, September 29, 1862.

SIR: The summer exercises having been discontinued by your orders, I beg leave to submit a brief account of the studies and exercises of the junior classes during the past season, and of the progress made by them since the 4th of June, when, by the departure of Lieutenant Commander Simpson, in the John Adams, I was left acting commandant of midshipmen.

The Adams took out, as you are aware, the first and second class, and twenty-eight of the advanced third class, leaving the remainder of the third class and the entire fourth class, numbering, together, one hundred and seventy-one midshipmen to be cared for.

For the instruction and improvement of these, I believe the best programme circumstances admitted was adopted; it consisted of the usual English studies and drawing, the great gun exercise, exercise with the howitzer ashore and afloat, infantry drill, the bayonet exercise, small-sword, instruction in the use of the marling-spike, in the rigging-loft, in rowing, and in swimming.

During the early part of the summer, and before the exercises commenced, the higher sections of the third and the fourth class reviewed algebra, but the lower sections, through a deficiency of recitation rooms, were somewhat embarrassed in their progress. The progress made in English studies is stated to be quite fair, and in French the success has been very flattering.

Lieutenant Commander Lull, of the Constitution, under whose special supervision the class fell, says: "In order to give them an insight into their naval duties, one section (consisting of about sixteen persons) was each day detailed for the following duties, which they were required carefully to perform, viz: one officer of the deck, one officer of the forecastle, one quartermaster, one corporal of the guard, and a guard for marine sentries."

"Some changes being required in the internal arrangements on board of the Constitution, and the ship requiring cleaning and painting, on the sixteenth of June the class was removed to Fort Adams, where they performed garrison duty; a guard of thirty-six being detailed for each twenty-four hours. Guard mounting took place every morning at 7.30. Instruction in practical seamanship, in the rigging-loft, in drawing, infantry tactics, naval light artillery tactics, and sword and bayonet exercises, were continued during their stay at the fort."

"On the twelfth day of July the class was transferred to the Constitution again, when the former programme was resumed."

One cannot fail to observe that the list of exercises, embracing though it does some very important branches, still lacks one essential element—seamanship. It is true the rigging-loft was in charge of an exceedingly competent officer, and one who faithfully performed his duty of instruction, but the midshipmen, while learning to be riggers, should also be acquiring a knowledge of the more active duties of seamen. Even the gun exercise on board the Constitution, though thorough of its kind, was wanting in one condition indispensable to the proper training of a seaman gunner—the restless ocean, where, on the ever-varying plane of the deck, he learns to "watch the roll;" so that although the programme adopted was the best possible with the means at hand, yet it did not accomplish so much as it was desirable towards training the midshipmen to be seamen and men-of-war's men, which I apprehend is one of the chief elements in the education of a naval officer.

This deficiency in strictly professional exercise was fully realized by yourself, and was beginning to be seriously felt, when, happily, the Navy Department, on your application, detailed this vessel as an additional practice-ship.

On the 20th of July the Marion arrived, and no time was lost in putting her to use.

The policy adopted by you in regard to the Marion differs materially, I believe, from that of any of her predecessors. Heretofore the practice-ships have had rather a large proportion of seamen, but as the junior class, in this case, was to be instructed, it was your desire that they should begin at the bottom of the ladder in their profession, and thoroughly acquire the duties of a foremast hand. With this view the comparatively small number of twenty-five seamen were placed on board; but these were the very best class of men-of-war's men that could be procured, nearly all being petty officers, and regarded less in the light of working hands than as sub-instructors. As the cooks, stewards, master-at-arms, &c., had to come out of this number, it was found to be rather limited, so that three or four hands were obtained from the Constitution, from which ship came also the usual number of servants.

The mess arrangements were also different from the usual ones—swinging tables were used, and the tin-pot and tin-pan took the place of crockery.

Sailors, as a general rule, much prefer to do, and always will do, a piece of work themselves rather than look on and direct a young officer; but by the arrangements here noticed this was, with rare exception, a physical impossibility,

the midshipmen being obliged by necessity to perform their various duties themselves, thus being forced to learn in spite of awkwardness or indifference; and the result shows your experiment to have been eminently successful.

In watching and quartering the crew, and assigning the several stations, the seamen were entirely ignored, and the midshipmen stationed in all respects as on board of a regular cruiser. Commencing with the quarter-deck, the most experienced were placed in charge of a watch and a division; a sailing-master was appointed to the care of the chronometer, log, anchors, holds, and rigging; acting ensigns did duty as mates of the forecastle and berth-deck. There was a midshipman acting as a boatswain, one as a gunner, one as a carpenter, and one as a sailmaker. The silver calls in common use were given to midshipmen, boatswain's mates; midshipmen performed the duty of captains of the different parts of the ship, and midshipmen quartermaster were stationed at the lead and wheel. The routine commonly observed on board our cruisers was strictly observed.

When it is considered that most of the crew were but a few months from home, no one will be surprised to learn that the work was performed at first in a very clumsy manner; but the hearty good will with which they entered upon their duties, and the success which rewarded them, fully equalled the most sanguine expectations. In furling from a bowline, during the latter part of the summer, they picked up the canvas in the most creditable manner, and top-gallant and royal yards were sent up and down in the true man-of-war style; indeed, it was a novel and pleasant sight to watch the steady and confident swing of the lead of some of the more practiced, to observe their readiness at the wheel, and to hear the shrill and not inaccurate pipe of boatswain's mates not one year in the service!

It may be said that these little accomplishments are, after all, but unimportant items in the education of an officer, but I think this cannot be said with truth; success in every sphere in life is generally with those who have commenced at the very beginning and been familiarized with the ground-work of what is to be their business in life; and who will say that, because of iron and steam, the days of seamanship are over? Modified in minor points it may be, but so long as distant seas are to be navigated and a commerce to be protected, so long must seamanship, as understood in its broadest sense, be of prime value to the naval officer.

Having, then, so few seamen and a full crew of midshipmen, it became a matter of necessity that the latter should keep the ship clean, and I will do them the credit to say that they addressed themselves to this task with as much zest as they did to more congenial employment. They scrubbed the decks, polished the guns, and cleaned the bright work; boats were washed out, and the oars and gratings scrubbed by their crews of midshipmen.

The midshipmen top and chain keepers performed their usual morning watch duties, and the copper was scrubbed by two midshipmen from each part of the ship. This latter duty was not performed more than once or twice, but it served to show that there was nothing of the dilettante about these young seamen, and that they were not afraid of work.

In the more important duties the progress was more than fair—they learned to hand, reef, and steer, to heave the lead, to cross top-gallant and royal yards, reeve running rigging, and bend and unbend sails, besides getting a good idea of the ordinary evolutions, such as getting under way, tacking and wearing, box-hauling, &c. I speak now of the crew. The midshipmen officers who took the trumpet acquitted themselves very creditably in handling the ship; and here permit me to commend to your favor Midshipmen Cooper, Craven, Coghlan, and Maclay, of the first class, who, instead of availing themselves of the leave of absence granted by the department, volunteered for this ship, and were regularly installed as acting lieutenants. These gentlemen had been out in the Adams,

and proved quite competent to take charge of the deck, and very valuable in promoting the discipline and efficiency of theship. It is quite unnecessary to note a single exception, with which you have already been made aquainted.

The junior class, or that portion of them who have made the most of their time, may now be considered qualified as ordinary seamen; next year they may be rated seamen, as it were; as second class men they might be distributed among the squadron of practice-ships as petty officers, and in their graduating year be put in charge of a watch and a division, and be required to discharge all the duties precisely as they will be called upon to do hereafter. Thus, if the policy so happily inaugurated be carried out, the academy will at all times have for its little squadron a full set of officers who have risen from before the mast, competent petty officers and well-drilled seamen, so that each fresh infusion of landsmen, as they are appointed to the several ships, will find all of the machinery of a man-of-war in successful operation; consequently their progress will be more rapid than when the crew is composed entirely of freshmen, as in the present case. And would it not be the most gratifying evidence of professional pride, and the nautical spirit of the midshipmen, were the appointment from the respective classes of a first lieutenant and a boatman for the several ships be considered the most complimentary recognition of their professional merits possible? Again: there can be little doubt but that, with such training, the *immediate value* to the service of the graduates will be much enhanced. Not the least important knowledge acquired by this system is that which will enable the young officer to estimate justly the capacity of those placed under him. Having battled with an obstinate sail himself, he will be patient with the quarter watch aloft, and his sympathies will be fully alive to the value of a dry deck to the watch below; in short, being familiar with the duties and habits of seamen, he is more apt to be unmindful of those little comforts which so materially contribute to the health, happiness, and discipline of a ship's company.

From the great success of your experiment, there is every reason to believe that it will materially add to the efficiency of this school were the system of practice-ships more fully developed; and I believe I would but express your own views were I to dwell upon the advantage of having at least three sloops-of-war, that the van, centre, and rear divisions of a fleet might be represented, in order to give practical instruction in fleet-sailing while other instruction is going on.

With the increased facilities at hand, the exercises on board ship need not now be confined to the summer months. Were the entire number of midshipmen at the academy divided into three ships' companies, and regularly watched and quartered as such, they might easily be placed on board their respective vessels for exercise on a certain day of each week throughout the fall and spring, if not the winter months, for which purpose this harbor and bay, the prevailing winds and the climate, offer unequalled facilities.

It is not improbable that it will be the future policy of our government to have the cruising vessels so constructed and rigged as to sail well and readily turn to windward, using steam simply as an auxiliary; therefore, our present practice-ships are of the utmost value in learning to handle a ship under canvas, but it would seem as well to have such vessels for the purpose of instruction as the graduate will be required to serve in on entering the active duties of his profession; and they would more fully serve the purpose were they rendered perfect models of naval discipline and efficiency—types of the modern man-of-war with a full battery, and the seamen employed the best the navy can supply.

Practice-ships of some kind will always be used, and of whatever description they may be will require repairs from time to time, and their rigging also require overhauling and refitting. It would be advantageous if this work could be done here, and, as much as possible, by the midshipmen themselves, assisted by the seamen belonging to the academy. To this end, it would be more economical

and convenient to have our own supply of spars and rigging and naval stores generally, that the ships might, as they should, remain permanently attached to the school. And it is easy to see how the wants of these ships will increase, and how, in the process of no very great time, stores, both naval and ordnance, will accumulate and become of themselves quite a department of this institution. Therefore—and I trust the observation will not be thought out of place—would it not be as well, in the selecting of a permanent site for the academy, to provide for such a contingency? I mean to say that, if not located near one of the government navy yards, then a navy yard of limited proportions might in future form part of this Naval Academy to its great advantage.

Swimming, under M. Bounafons, swordmaster, for the first time in the history of this academy, finds a place in the list of exercises. Its importance to a person destined for a life at sea, I presume, will not be questioned, and so far from being omitted, it is to be hoped it will hereafter receive more attention than it was found convenient to give it during the past summer.

Besides the watch-marks worn on the dress by this crew, it was designed to give to those acting as petty officers the badges worn in the service, but several practical difficulties pevented its being carried out. I beg leave to enclose herewith a list of the young gentlemen who, by their activity, attention to duty, and aptitude for the profession, are entitled to that flattering distinction.

Finally, I take pleasure in bearing witness to the general good conduct of the crew as a body, their subordination and respectful bearing, all of which I attribute, after their own innate sense of propriety, to the very wholesome discipline they had been subjected to by Lieutenant Commander Lull on board the Constitution.

I am, sir, your obedient servant,

S. B. LUCE,
Lieutenant Commander.

Commodore GEO. S. BLAKE, *Superintendent.*

REPORT OF THE CHIEF OF BUREAU OF YARDS AND DOCKS.

Compendium of the annual report from the Bureau of Yards and Docks, dated November 4, 1862.

Introductory remarks.
Statements in reference to the purchase of 27,355 acres of ground on Seavey's island.
Hospital on Seavey's island.
Remarks in reference to the purchase of Oakman & Eldridge's property adjoining the Boston navy yard.
Increased number of watchmen at Mare island recommended.
Recommendation in reference to rate of pay to be allowed first clerks to commandants of navy yards.
Remarks in reference to wet-basins at navy yards.
Views in regard to the establishment of an additional navy yard.
Presents statement of the improvements and repair at each navy yard, naming the objects completed, and the amount expended thereon; what works have been in progress, with the aggregate expenditure upon the same; also the amount expended for contingent on account of yards and docks at each navy yard for the fiscal year ending June 30, 1862.
Submits estimates for objects of improvement and repair at navy yards for the fiscal year ending June 30, 1864, with detailed remarks as to the necessity of each object for which an appropriation is asked.
The same with reference to the naval hospital, magazine, and ordnance works at the different stations.
Remarks in regard to the naval asylum, stating the number of inmates and the expenditures for the same.

BUREAU OF YARDS AND DOCKS,
November 4, 1862.

SIR: I have the honor to submit my annual report of expenditures during the past fiscal year, with estimates for improvements and repairs and support of the military and civil establishments at the several yards for the next fiscal year, with reasons therefor.

Plans of buildings estimated for will be submitted to you for your approval at an early day, to be presented to Congress.

In regard to the purchase of 27,355 acres of ground on Seavey's island, adjacent to the Portsmouth navy yard, for which purchase $14,500 were appropriated by act of July 14, 1862, I have to remark that no great progress has been made. Upon examination of the premises, I found that a public road had been established from the bridge connecting Seavey's island with the navy yard, across the whole island. It has been suggested that the appropriation was intended to purchase the land and appurtenances owned by certain parties; but the law is not so expressed. The boundary line of the premises suggested as intended to be purchased with the appropriation is very irregular, and does not embrace such a plot of ground as would afford the best accommodations for naval and hospital purposes.

The road above referred to runs through these premises, and it would not be wise, in my opinion, to expend the money appropriated for the purchase of 27,355 acres of ground on this island, while this public easement remains, and is occupied as such; besides, the title required by law to be obtained cannot be acquired until the assent of the State, by grant of jurisdiction, shall be secured, and the legislature of the State of Maine does not assemble, I am informed, until next January; so that the money could not be paid in any event till after Congress assembles, and therefore I advise that the subject be submitted to it for further action.

The authority embodied in the provision of the act appropriating the aforesaid funds, that the chief of the Bureau of Yards and Docks be authorized to purchase that portion of Seavey's island lying west of the road, has not been exercised by said chief, for the reason that some of the proprietors of property on the west side of the road also own land on the east side of it, and decline to sell one portion without the whole; so that no action has been taken under the authority aforesaid except to obtain the terms, as far as practicable, of the proprietors of property on the west side of the road. I have had a plan of the island prepared, showing the boundary lines of each lot, the contents of each, and the price asked by each proprietor for his interest; also a dotted line embracing 27,355 acres of ground, which, in my opinion, would best accommodate the service, if the quantity of ground be confined to that amount. I would respectfully remark that the bridge connecting Seavey's island with the navy yard was built by a company called "Seavey's Island Bridge Company," under the authority of Congress, (see navy appropriation bill, approved March 3, 1855,) and, with the authority to construct this bridge, a right of way through the navy yard was granted to the company.

Under this authority the bridge and road, as well as the free use of the long bridge built and supported by the government, crossing the water between Kittery and the navy yard, have been enjoyed by the said company. Granting these privileges, of course, enhanced the value of property on Seavey's island, and consequently improvements were made on it. It is true, that under the act of Congress the use of the bridge and road as granted may be discontinued by the Secretary of the Navy; and although it was not wise, in my opinion, for Congress to grant these privileges, yet, as it was its pleasure to do so, the Secretary of the Navy will not discontinue them unless some more urgent reasons than have yet occurred compel him to exercise the authority thus vested in him. This right of way through the yard causes some inconvenience, as it is necessary to keep a watch over the road and bridge, and sometimes to call up the commanding officer at night to grant passes.

The appropriation granted for the hospital on Seavey's island cannot be expended until the purchase of ground be made and jurisdiction be obtained from the legislature of Maine over the premises.

I have to remark that the purchase of the Oakman & Eldridge property, adjoining the navy yard at Boston, under the appropriation at the last session of Congress, is about being consummated.

At the navy yard, Mare island, I have estimated for nine watchmen, at $900 per annum, instead of six the present year at $1,200.

I respectfully recommend that the pay of 1st clerks or secretaries to commandants of navy yards be made equal to that of 2d-class clerks in the several departments at Washington. The duties of these officers are onerous, and the proper and efficient execution of them requires full as much talent and capacity as those of 2d-class clerks in the departments.

I ask leave to present again, as I have done before, for the consideration of Congress, the importance of constructing wet-basins at such of the navy yards as are sufficiently capacious to admit of it. The reasons for such improvements will be found in my previous reports. Such a basin could, in my opinion, be advantageously provided at the navy yard at New York on the grounds or flats in which the cob-dock is constructed. By excavating a wet-basin on this ground, with gates to retain the water at low tide, accommodations would be provided for vessels in ordinary, where they would lie in perfect safety, undisturbed by the winds, tides, and currents, and out of the way of the numerous vessels passing the channel. In addition to these advantages, the berths now occupied by these vessels at the yard, and so much needed for other purposes, would be available for vessels refitting for active service. The earth excavated from these flats could be deposited on the opposite side of the Wallabout channel, and would contribute largely towards filling up the low grounds which are now

required as sites for the large numbers of additional buildings which are yet to be erected for this extensive and important yard. Our dock-yards are circumscribed in area, and very limited in comparison with those of other nations possessing navies, and do not afford sufficient space for the establishment of a navy yard complete in all its appointments. That at New York is the most extensive of any in the northern States, and to supply sites for all the buildings which that important yard has required, the upland portion of it has already been crowded with buildings and structures of various kinds, so that further extension of such improvements must be placed upon the alluvial grounds. To render these grounds suitable and available for building purposes, it is indispensable that there should be a substantial and permanent quay wall constructed along the Wallabout, to retain the filling necessary to raise them to a sufficient height above high water. This important work has been commenced, but its progress was arrested by the failure of Congress to provide the means for its continuation. Serious embarrassments and great inconvenience have been caused by the suspension of this work, and if is earnestly desired that the amount which I have embraced in the estimates for this yard, to be applied to this object, will be appropriated, so that the work may be prosecuted as vigorously as the urgent necessities of the case require.

An important subject—the establishment of an extensive navy yard and depot—seems to have attracted the attention of Congress at the latter part of the last session, and is worthy of deliberate and careful consideration. In the selection of the location of such an establishment as seems to have been contemplated, its proximity or remoteness from the coast, its approaches by water and land, its advantages of defence, depth of water near the site, liability to be obstructed or encumbered by ice, quality of water, whether fresh or salt, and its effects upon the bottom of iron vessels in harbor or when laid up in ordinary, facilities for obtaining workmen, materials and supplies of all kinds, especially iron and coal, adaptation of the soil to the construction of stone dry-docks and other heavy structures, sufficient area for the erection of all the various buildings and mechanical works required in the construction of ships of iron and wood, with ample space for wet-basins for laying up vessels in ordinary and dry-docks for their repairs, with abundant dock and wharf accommodations for equipping ships, and the reputation of the vicinity for health, are all matters which merit very careful and deliberate investigation.

In my opinion, dock-yards should be located at or near the principal cities, where workmen and materials and stores of all kinds can be readily obtained.

The problem whether vessels-of-war should be built entirely of iron, or of wood with iron plating, has not yet been solved. Numerous experiments have been made and are still making, both by our own and foreign governments, but thus far no results have been obtained which are sufficiently decisive to induce any power to adopt exclusively either mode of construction. In either case, however, in future, iron must be more extensively used in the construction of our ships than heretofore, and consequently it becomes necessary that the most ample means for the preparation of heavy iron-work should be provided either at some new establishment or at some of the dock-yards now in existence. If it be intended by the department, as intimated in your reports to the committee of Congress, of dates March 25 and June 9, 1862, to prepare a navy yard for the construction and repairs of iron vessels alone, then the buildings, machinery, and appointments would be limited to the requirements for such work; and as the extent to which iron will supersede wood in the construction of vessels-of-war is yet a problem to be solved, the buildings of such a yard, exclusively for iron-work, might be of wood, as in some of our best private establishments, and consequently of a less costly and permanent character than for a complete dock-yard, equipped for all purposes. If it should be decided not to establish another dock-yard, then New York is the only yard affording sufficient space to erect the works necessary for such an establishment as seems to be contemplated. At

this yard there are already many facilities for the rapid execution of work, but to provide the means for extensive operations in iron, large appropriations will still be required.

It was formerly thought good policy to establish navy yards near the coast, where access was easy and economical. Recent events, however, seem to have excited some doubts as to the practicability of constructing batteries on shore of sufficient power to prevent the passage of iron-cased vessels into our harbors. If these doubts are well-founded, then prudence would dictate the location of navy yards at points more remote from the sea, or the immediate construction of powerful floating batteries and steam-rams, armed with th approved ordnance, capable of resisting the attacks of the most heavily armed ships; and these should be provided for all our principal harbors, where large commercial cities are located.

PORTSMOUTH, N. H.

None of the works of improvement which have been authorized at this yard were completed during the past fiscal year. Those which have been in progress and are yet incomplete are the floating dry-dock, and repairs of all kinds; and upon these objects there has been expended during the year, for materials $6,651 89, and for labor $14,965 46, making an aggregate of $21,617 35.

The floating dock has been kept in working order; but, from the perishable nature of the material of which it is constructed, frequent repairs and constant watchfulness and care are necessary for its preservation.

There has been expended during the fiscal year, for objects coming under the head of contingent, the sum of $88,270 25.

Plans and estimates are submitted for the fiscal year ending June 30, 1864, for the following objects, viz: For boat-house and carpenters' shop, paint-shop, Bishop's derrick, rail-tracks through the yard, knee-dock wall, repairs of floating dock, and for repairs of all kinds, amounting in the aggregate to the sum of $132,362.

Boat-house and carpenters' shop.—The extension of the machine-shop and smithery, authorized at the late session of Congress, rendered the removal of the old frame building formerly occupied as a boat-house, carpenters' shop, and paint-shop, unavoidable; and hence it now becomes necessary to provide other accommodations for the workmen engaged in these branches. It is proposed to erect good, permanent, and convenient shops, at another point in the yard, where they will be in more immediate and convenient connexion with other similar workshops.

Paint-shop.—This shop was formerly located in the old wooden building recently removed, and the workmen now have no suitable accommodations for the storage of materials, or for executing such work as can be done in shops. It is deemed most prudent to place this department in a building separated from the others and therefore it is proposed to erect a building of brick in an isolated position, and of dimensions adequate to the business of the department.

Bishop's derrick.—The masting sheers at this yard have been in use many years, and are much decayed. They are regarded as unsafe for raising very heavy weights, and an accident to them, while raising a heavy mast or boiler, might be attended with most serious damage to the vessel under them. It is therefore considered indispensably necessary that means should be provided for executing such heavy work with safety; and the machine known as Bishop's derrick being regarded as the most convenient, safe, and efficient, an estimate is submitted for the purchase of one of sufficient strength and capacity to meet all the requirements of the yard.

Rail-tracks.—It is proposed, as a matter of economy, to lay tracks from the storehouses and principal workshops to the wharves, for the more expeditious, and consequently cheaper, transportation of stores and heavy articles. It is believed

that by the introduction of rail-tracks the saving in cost of transportation of heavy articles from one part of the yard to another will, in a short time, compensate for the outlay for the rail-tracks.

Knee-dock wall.—This wall has long been in a falling condition, and by the construction of the new shops the knee-dock will be reduced in area; and it is proposed to remove the old wall, extend the knee-dock to its former dimensions, and build a permanent, strong wall, connecting the foundery with the ordnance storehouse. This object is of primary importance, and is necessary for the security of the materials in the dock, as a portion of the wall must necessarily be removed to erect the new shops authorized by the last Congress.

Repairs of floating dock.—This structure, being of wood, requires constant care and frequent repairs. It is therefore necessary that an annual appropriation should be made for this object, that the dock may always be kept in readiness for use, when required for the public vessels.

Repairs of all kinds.—The estimates submitted for repairs on existing improvements are based on the expenditures of past years. The appropriations for the last three years have been so limited that, with the strictest economy, many important repairs have unavoidably been deferred. The painting and repairs of all the yard buildings and quarters, when required; repairs and cleaning of sewers and drains; proper security and safety of bridges, landings, and platforms, docks, reservoirs, and cisterns; and the other objects which require constant care and attention, are provided for in these estimates, and the sum asked for will be no more than adequate for the purpose.

BOSTON.

The works of improvement which have been completed at this yard during the past fiscal year are: bobbins and other machinery for the ropewalk, floating gate piers at entrance of dry-dock, boiler-shop, brass foundery, machine-shop, machinery and foundery, and drain from main entrance. On these several objects there has been expended during the year, for materials $2,409 82, and for labor $2,967 57, making an aggregate of $5,377 39.

The works which have been in progress during the past year, but which are not yet completed, are machinery for machine-shop, completing machine-shop, painting buildings, coal-shed wharf, masting sheers, and repairs of all kinds. On these objects there has been expended during the year the sum of $88,429 19.

Under the head of "machinery for machine-shop," a large quantity of machinery has been built in the yard, or purchased, and put in successful operation. Two steam-hammers have been purchased, and are now in process of erection. Under the head of "completing machine-shop," the work is nearly finished, nothing remaining to be done but the doors, all of which are in progress, and will be completed this fall. With the appropriation for "painting buildings," the storehouses and shops, and one of the ship-houses, have been thoroughly painted. The work under this head is completed, and would have been so reported but for the delay in sending in a part of the bills for materials, in consequence of which the accounts cannot yet be closed.

The work upon the coal-shed wharf is in a good state of progress, and will probably be completed this year.

The masting sheers are substantially completed, the work now remaining to be done being the raising and securing the iron backstays.

The amount expended under the head of contingent during the past fiscal year is $230,520 46.

Plans and estimates are submitted for the fiscal year ending June 30, 1864, for the following objects, viz: For repaving around dry-dock and relaying surface drains; for joiners' shop and painters' loft; for extension of sheer wharf;

for additional expenses on house for heavy forging hammer; and for repairs of all kinds, amounting in the aggregate to the sum of $278,566.

Repaving around dry-dock and relaying surface drains.—The area around the dry-dock is more constantly used than any other equal portion of the yard. There is an immense amount of heavy hauling over this space, and the pavement, which is of cobble stone, is much cut up, and has settled in places where it was laid upon the new filling around the dock. The surface drains have become injured from the same causes. The whole work is in a bad condition, and requires a complete and thorough renewal. It is proposed to adopt the block pavement instead of the cobble stone, and relay the drains in a more permanent manner.

Joiners' shop and painters' loft.—The building now occupied by the joiners is not well adapted to the work of that department. Since its construction machinery has been introduced for many kinds of work at that time done by hand labor, which was not contemplated either in the arrangement or construction of the building. It is, however, well located and adapted, and much needed for the rigger's work, which can hardly be said to be provided for at all, being confined to the roof of this building which at times is overloaded to an extent that endangers the stability of the whole structure. It is therefore proposed to erect a new building for the joiners' department, to be arranged to accommodate all the various machines now used in the manufacture of joiners' work, to appropriate the space in the roof for the painters, and to convert the present joiners' shop into a rigging-loft and storerooms.

Extension of sheer wharf.—Nothing is more needed at this station than an extension both of the fronts and area of this wharf, which is the only point in the yard at which a large vessel can be conveniently fitted for sea. The addition will give a front of three hundred feet for large vessels and a slip sufficient to admit two small ones, and will be a great and important acquisition, adding much to the convenience and efficiency of the yard.

Additional expenses on house for heavy forging hammer.—Towards the close of the last session of Congress an estimate was submitted for the erection of a steam-hammer at this yard. That estimate was based upon the cost of similar but smaller works at another yard, there being no time to prepare the plans in detail or to ascertain the actual cost. Since that time, particular examinations of the various kinds of steam-hammers now in use and minute investigations of details have been made, and it is ascertained that the amount appropriated at the last session is not sufficient to erect a steam-hammer and building, with furnaces, cranes, &c., in that thorough and substantial manner, or of the magnitude, which the good of the service demands. It therefore becomes necessary to ask for an additional sum for this object.

Repairs of all kinds.—The amount asked for under this head is for rebuilding a portion of the boundary wall on Chelsea street; for repairing roads and walks, carpenters' shop, and storehouses, offices, officers' houses, including water fixtures, drainage of the yard, wharves, docks, and such other objects as may require it. It is believed that the sum named will be required for the proper protection and preservation of the public property.

NEW YORK.

The works of improvement which have been completed at this yard during the past fiscal year are sewer on Flushing avenue, water pipes and hydrants, machine-shop floor, and railroad in new store. The amount expended on these objects for materials and labor during the year is $57,388 24.

The works which have been in progress, but which are not completed, are boilers and machinery, hoisting apparatus in storehouse, dredging channels, repairs of dry-dock, floor of mould-loft, bilge-blocks for dry-dock, and repairs of

all kinds; and on these objects there has been expended during the year the sum of $99,246. The works have all progressed rapidly and in a very satisfactory manner under the supervision of the present able constructing engineer.

The amount expended during the fiscal year under the head of contingent is $163,182 64.

Plans and estimates are submitted for the fiscal year ending June 30, 1864, for the following objects viz: for continuation of quay wall, new foundery, drains, paving and flagging, water-pipes and hydrants, filling low places, repairs of dry-dock, chain-cable shop, railways, officers' houses, bakery and machinery, machinery for machine-shop, foundery, boiler-shop and pattern-shop, large chuck-lathe for turning large rings for turrets on gun batteries, and for repairs of all kinds, amounting in the aggregate to $463,003.

Continuation of quay wall.—This important work has been suspended for some time past, in consequence of a want of means to carry it on. The great necessity for its steady progress and early completion has been frequently urged, and the suspension of the work has caused much inconvenience and additional expense. The old wharf front is in a very dilapidated condition, and it is earnestly desired that the appropriation now asked for will be granted.

New foundery.—Notwithstanding the various means which have been resorted to to increase the capacity of the foundery, it is far from being able to meet all the demands of the service, especially at this time, when so much is required. The smithery, too, has proved insufficient to accommodate the number of workmen required, and it is proposed to erect a new foundery, of enlarged dimensions, and convert the present building into an additional smithery. By this arrangement the capacity of both departments will be materially increased, the temporary structures may be dispensed with, and the work of the two departments performed in a more expeditious and satisfactory manner.

Drains, paving, and flagging.—A large portion of the surface of this yard is at a small elevation above high water, and is nearly level. During the winter months much inconvenience is experienced from the difficulty of drainage, and it is necessary to adopt a system of large drains and reservoirs, that the water may be taken from the surface as rapidly as possible. Good roads are much needed to facilitate the hauling of heavy materials over parts of the yard which are in constant use. The amount asked for this object is much needed to promote the economical execution of work in this part of the yard.

Water-pipes and hydrants.—Much benefit has been derived from the water-pipes and hydrants which have already been provided, but some portions of the yard are not yet supplied with water, and it is proposed to extend these pipes and procure an additional number of hydrants, which will add greatly to the comfort of those employed in the yard, and increase the means for protecting the public property against fire.

Filling low places.—A large space, upon what is called the Griffin purchase, has been filled in to within about two feet of grade, and it is very desirable that this space should be filled up to the proper grade with loam and gravel, to prepare it for building purposes. This part of the yard, when filled and graded, will add several acres to the area, and will be extremely useful for storage as well as for sites for buildings. The working part of the yard is small, and becoming less by the erection of every new building; and the filling and grading of this ground, therefore, becomes of serious importance, and is urgently recommended.

Repairs of dry-dock.—An appropriation is needed for painting the gates and caisson, stopping leaks at the head of the dock, and for occasional repairs. The arris of many of the stones has been damaged by the hurried operations about the dock, especially since April, 1861, and a small sum is needed to repair it and place the work in a state less liable to injury.

Chain-cable shop.—If the new foundery now proposed is authorized, part of

the present foundery building can be used for a chain-cable shop, for which there would be sufficient room. The change required would be comparatively small, consisting of new forges, shears, small cranes, a testing machine, &c.; and as large quantities of the chain cables manufactured for the navy are placed on board ships at this yard, it is believed to be economical to manufacture them here and thus save large amounts now expended for the freight and transportation of these heavy articles.

Railways.—The railway from the provision store should be extended to the wharf between the ship-houses and on the southeast side of the long dock. A track from the foundery to the machine-shop, wherever located, would much facilitate the moving of heavy castings, &c., and it is evident that by an appropriation for this object great economy and despatch of business would be effected.

Officers' houses.—An estimate is submitted for the erection of three houses for officers: for the master, the chief engineer, and naval constructor. The constant presence of these officers is very desirable, their services are frequently required at night, and it is important that they should be at all times within easy reach of the commandant, so that their services may be available at any moment.

Bakery and machinery.—It is proposed to erect at this station a bakery of sufficient size to bake one hundred and twenty barrels of flour per diem, and for this purpose plans and estimates are submitted.

Machinery for machine-shop, foundery, boiler and pattern shops.—These shops are all supplied with a large amount of machinery of various kinds; other machines are, however, necessary to render the shops competent to meet the heavy demands which are now daily made upon them. The object is an important one, and an appropriation for it is strongly urged.

Large chuck-lathe for turning large rings for turrets on gun batteries.—The recent introduction of these turrets into the service has rendered it necessary to provide powerful machinery to facilitate their manufacture. Private establishments are not provided with the proper appliances, and as the government only requires such work, it is not to be expected that individuals will incur the expense of fitting their shops for such work; consequently the government must either pay the additional cost of manufacture, with insufficient machinery, or provide the necessary tools at some of the yards for executing the work in a more economical manner. The latter is believed to be the most judicious course, and therefore an estimate is submitted for a portion of the machinery deemed of first importance.

Repairs of all kinds.—The estimate submitted under this head is for the annual repairs of the various workshops, timber-sheds, ship-houses, storehouses, officers' quarters, docks, wharves, roads, fences and walls, tanks, cisterns, drains, and other improvements, and is necessary to keep these works in a proper condition.

PHILADELPHIA.

No works of improvement have been in progress at this yard during the past year except such as are continuous. They are dredging, dry-dock, and repairs of all kinds, and upon these there has been expended the sum of $51,919 57.

A small amount of dredging has been done. The floating dry-dock has been in constant employment during the year, and upon it a large number of vessels have been repaired. The necessary repairs have been put upon the various buildings, docks, wharves, and other improvements, which are now in a good state of preservation.

The amount expended during the fiscal year under the head of contingent is $60,495 36.

Estimates are submitted for the fiscal year ending June 30, 1864, for the following objects, viz: For floating dry-dock, dredging, repairs of all kinds, and for the purchase of two lots adjoining the navy yard, extending from Front street to the commissioner's line on the Delaware river, upon condition that a more extensive navy yard shall not be provided for at another location, amounting, in the aggregate, to the sum of $230,458.

Floating dry-dock.—This structure, being principally of wood, requires constant watchfulness and care, and frequent repairs. The present exigencies of the service are such as to render it highly important that the dock should always be kept in readiness for use; and its services could not be dispensed with without serious detriment to the public interests. In the estimate for this object an amount is inserted for an additional number of iron floats to replace those of wood, which are rapidly becoming unfit for use.

Dredging.—This is an annual expense which is unavoidable. It is necessary to maintain a sufficient depth of water for working the floating dock, and accommodating the large number of vessels which now visit the yard.

Repairs of all kinds.—The estimate submitted under this head will be found such as is necessary for the proper protection and preservation of the various buildings, docks, wharves, and other improvements in the yard.

Purchase of two lots adjoining the yard.—The very limited area of this yard has been the cause of great loss and inconvenience during the past year, when the amount of work to be performed has vastly exceeded that required at any former period. The bureau has often urged the purchase of additional land on the south side of the yard, and it is believed that land can still be obtained in that direction at reasonable rates, and in such quantity as to render the yard vastly more efficient and valuable than it now is with its present limited area. Should the site at League island be adopted for a navy yard, it must be several years before the buildings and other improvements necessary to render that place available for naval purposes can be erected; and as the government could not abandon the present yard before another was prepared for use, it follows that the present establishment must be maintained at least for several years to come. In the event of a determination on the part of the government to occupy League island as a navy yard, it would undoubtedly be a measure of economy to lease some of the lands adjoining the present yard while the site at League island is being rendered available for naval purposes.

WASHINGTON.

No work of improvement has been completed at this yard during the past fiscal year. The works which have been in progress are dredging channels, wall west side of yard, and repairs of all kinds; and on these objects there has been expended, for materials $28,011 77, and for labor $34,148 58, making an aggregate of $62,160 35.

The amount expended during the fiscal year under the head of contingent is $167,229 63.

Plans and estimates are submitted for the fiscal year ending June 30, 1864, for the following objects, viz: Bishop's derrick, depot for coal for steamers, machinery and tools, and for repairs of all kinds, amounting, in the aggregate, to the sum of $131,871.

Bishop's derrick.—The masting sheers at this yard have been in use many years, and are defective; and it is very necessary that some convenient and reliable structure should be provided for masting vessels, handling boilers, guns, and other heavy articles. The derrick known as Bishop's patent has been introduced into some of the yards and found to answer an admirable purpose, and to be much more convenient than the old style of masting sheers. An estimate is submitted for one of these derricks as the best machine for accomplishing the desired objects.

Depot for coal for steamers.—No proper place has been provided for the stowage of coal for steamers' use, and as it is piled about the yard at various points, there is a heavy expense incurred for cartage and piling, besides much loss of coal. It is proposed to occupy one of the slips, now seldom used for any purposes except for boats, and prepare it with a good floor and wall around the sides, so that coal may be received from the vessels and landed at this point without the expense of cartage or piling. It may also be delivered to steamers direct from the pile, and thus a large item of the present cost will be saved.

Machinery and tools.—To supply the different shops with the tools necessary to place them in a full state of efficiency, a further appropriation is needed under this head. The lists of machinery have been furnished by the master workmen, who state that it is absolutely necessary to enable them to execute the numerous orders upon their shops with that degree of promptness which the public interests require.

Repairs of all kinds.—The amount asked for under this head will be required to meet the demands upon it for the necessary repairs of the officers' quarters, ship-houses, timber-sheds, workshops, storehouses, furnaces, forges, gas and water pipes, roads, bridges, walls and fences, marine railway, wharves, and other improvements.

MARE ISLAND.

The works of improvement which are reported as having been completed at this yard during the past fiscal year are the gas-works and coopers' shop. The amount expended during the year is, for materials $3,496 10, and for labor $6,495 04, making an aggregate of $9,991 14.

The works which have been in progress, but which are not yet completed, are foundery establishments, &c., Bishop's derrick, repairs of sectional dock, smithery, and repairs of all kinds. The amount expended on these objects during the past year is $181,818 69.

The amount expended under the head of contingent during the year is $98,090 68.

Plans and estimates are submitted for the fiscal year ending June 30, 1864, for the following objects, viz: Completing officers' houses, grading and paving, foundery, machine-shop and equipment, completing Bishop's derrick, repairs of sectional dock, fitting up boiler-shop in smithery, portable engines with machinery for hoisting for yard purposes, cistern and gas-holder for gas-works, saw-mill, commencing stables, commencing coal-house and wharf, commencing sea-wall on west side of island, and for repairs of all kinds, amounting in the aggregate to the sum of $366,363.

Completing officers' houses.—These houses, four in number, are well advanced towards completion, and they are much needed to supply the wants of officers attached to the yard, who are subjected to great inconvenience and expense from the want of proper habitations for themselves and families. The work upon the buildings has been suspended during the past year in consequence of the exhaustion of the appropriation for their completion; the works suffer by remaining in an unfinished state, and it is very desirable that the amount now estimated for their completion should be appropriated. At the last session of Congress an estimate of $53,933 was submitted for the completion of these buildings; this amount was made up as follows: for liquidating excess of expenditure over the appropriations, $19,028 42; for completing Nos. 7 and 9, $14,904; for completing Nos. 11 and 13, $20,000. Towards this object an appropriation of $20,000 was made, with the proviso "that no expenditure for completing officers' houses shall be incurred until complete plans and specifications, with estimates of cost in detail, shall be furnished to and approved by the Secretary of the Navy; and the work shall be done by contract after due and public advertisement for proposals; but no portion of this appropriation shall

be expended unless the work can be completed for the sum hereby appropriated." It will be seen that if the amount which has actually been expended over and above the amount formerly appropriated be deducted from this appropriation of $20,000, there will remain for the completion of the buildings only $971 58, an amount utterly inadequate for the completion of any one of the four houses. This excess of expenditure over the amount appropriated arose from the fact that when the appropriation was exhausted the buildings were in such condition that if the work had been suspended and the houses, in their unfinished state, left exposed to the effects of the rainy season, all that had been done would have been very materially damaged; and it was deemed that a proper regard for the interests of the government required that the work should progress, and under these circumstances an amount sufficient to cover them in from the weather was borrowed from other appropriations. The amount now asked for ($34,000) it is believed will complete the buildings, and in view of the great injury that they sustain by remaining in an unfinished state, as well as the necessity which exists for their early completion, it is strongly urged that the amount now submitted be appropriated; and as the plans of these buildings have already been submitted to and approved by the Secretary of the Navy, and as to prepare plans and specifications showing clearly what the houses require to render them complete would be exceedingly difficult, it is further urged that for these considerations the restriction upon the last appropriation be removed.

Grading and paving.—Nothing has been done under this head during the last two years. An appropriation of $15,000 has been made and is now available, but it is necessary that this work should be continued for making suitable roads, preparing the sites for new buildings, and filling up low grounds and wharves, especially in the vicinity of the foundery, where there is a very urgent necessity for these improvements. An estimate is therefore submitted for the continuation of the work.

Foundery, machine-shop, and equipment.—The work upon this object has been as vigorously prosecuted, during the past fiscal year, as its nature and the funds available for it would allow, and very satisfactory progress has been made. It is hoped that the amount now estimated for its completion will be appropriated, that the establishment may be speedily brought into successful and profitable operation.

Completion of Bishop's derrick.—This machine has been completed, and is in use; a small part of the amount asked for is for painting and purchase blocks, and the balance to liquidate an excess of expenditure over the original appropriation. This excess arose from the fact that the original estimate was entirely insufficient to complete the work, and the pressing wants of the service were such as to render it absolutely necessary that the derrick should be completed. Vessels were constantly arriving at the yard requiring the aid of some apparatus of the kind in taking out masts, boilers, and other heavy articles, for which no means had been provided, and the public interests were suffering on this account. It was therefore deemed an unavoidable necessity that funds should be borrowed from other objects to complete this highly important and indispensable machine.

Repairs of sectional dock.—Very extensive repairs have recently been made upon a portion of this dock, and a sufficient number of sections for working are now in good order. There are other sections, however, which require repairs; and as the whole structure is of a perishable character, requiring constant care and attention, and frequent repairs, it is absolutely necessary that these spare sections should be put in good order, so as to replace any of the others which may fail or require repairs. To this end an estimate is submitted, and it may be expected that some appropriation for this object will be required annually,

otherwise the whole structure must go to destruction, and the government be deprived of the means of repairing the bottoms of vessels at this yard.

Fitting up boiler-shop in smithery.—The building designed for the boiler-shop is in progress, but as some considerable time must elapse before it can be completed and brought into successful operation, and as the wants of the service imperatively demand that some provision should be made for a temporary shop for the accommodation of the boiler-makers, it is proposed to appropriate and fit up a portion of the smithery for this purpose. A small amount will be required for this object, and an estimate is submitted, that the requirements of the service may be met in this particular.

Portable engines with machinery for hoisting for yard purposes.—The use of these labor-saving machines has become almost universal in all establishments where their service can be made available, and there is no yard where machinery of this kind can be used to greater advantage than at Mare island, where labor is very high. The cost of the machines will undoubtedly be compensated for in a short time by the amount saved in the cost of labor. This object is considered very important, and the appropriation is strongly urged.

Cistern and gas-holder for gas-works.—These works have been completed, and are in successful operation; the gas is now used to such an extent that it is evident the capacity of the holder will not be sufficient to meet the demands for a more extended consumption. The cistern, or tank, in which the gas-holder is placed, is of wood, and now shows evidence of decay, and it is proposed to construct a larger gas-holder and a cistern of more permanent character. The amount asked for this object is small in comparison with its importance, and it is hoped that an appropriation will be granted.

Saw-mill.—One of the most important and profitable establishments in a navy yard, and especially at Mare island, where the cost of labor is more than double that at the yards on the Atlantic, is a well-arranged saw-mill, provided with planing, tongue and grooving, tenoning, morticing, and the various other labor-saving machines, which are now in such universal use throughout the country. It is proposed to erect a building for this purpose, having in view accommodations for most of the numerous machines which can be brought into profitable employment in the preparation of timber and lumber to be used in the construction of ships or buildings upon the yard. As this object is considered one of very great importance, an appropriation for it is strongly desired.

Commencing stables.—A good, substantial and permanent stable, for the proper protection of the public animals, is much needed; the present stables are of a temporary character, and will soon require extensive repairs, and it is deemed more economical to erect a good permanent building than to expend large amounts at frequent intervals upon these temporary structures. An estimate for the object is therefore submitted.

Commencing coal-house and wharf.—The necessity of an establishment of this kind is most apparent, viewed rfom the consideration that large supplies of coal are required to be shipped to the yard and kept on hand for the use of the public ships on this station. For the storage of this coal it is proposed to locate a coal-house upon a pier, arranged with suitable berths to accommodate several ships at once, and the building furnished with railways, after the usual fashion of such works, for the transportation of the material when discharged from the vessels, and for its issue to government steamers. An estimate is submitted for the commencement of this work, which is deemed of much importance.

Commencing sea-wall on west side of island.—The observations made during the occupation of this island have demonstrated the regular abrasion of its western shore, both from the action of the rains and the wash of the bay, so that a very marked difference in the outline of the shore and the area of territory has been made apparent within a few years, steadily decreasing the amount of the

latter left above high-water mark. In order to prevent too serious effects from this gradual wasting of the island, it is proposed to begin upon the work of its protection by erecting a low wall at the exposed points, which need not be other than a cheap structure, for which, possibly, the island itself may furnish abundant materials. An estimate is submitted for the commencement of this work.

Repairs of all kinds.—The amount estimated under this head is such as will be required for the annual repairs and care of the various buildings, docks, wharves, and other improvements.

SACKETT'S HARBOR.

The only expenditures at this yard during the past year have been for the annual repairs of the buildings, wharves, and fences; and upon these objects there has been expended during the fiscal year the sum of $1,000.

Estimates are submitted for the fiscal year ending June 30, 1864, for the necessary repairs and protection of the public property, amounting to the sum of $1,500.

NORFOLK.

Since the date of the last annual report from this bureau, possession of the navy yard at this place has been regained by the government. The yard, however, is in a state of ruin, most of the buildings having been destroyed by fire and serious attempts made to effect the destruction of the dry-dock. It is believed that the injury sustained by this work is such as can be readily repaired at some future day when the condition of the country may be such as to warrant the expenditure and the wants of the service require it. An officer has been placed in command of the yard, and charged with the duty of collecting such of the government property as has escaped destruction. Large quantities of iron, copper, and other materials, together with a considerable amount of valuable machinery, have been recovered and sent to other yards, and there yet remains a large quantity of government property, which is being removed as rapidly as possible. There remained in the treasury a balance of appropriations for improvements at this yard, when the yard was taken by the enemy, amounting to $78,515 44. A portion of this balance is being expended in cancelling bills due at the date of secession, and for collecting materials.

PENSACOLA.

The yard at this place has also been repossessed by the government, but, like that of Norfolk, was found a mass of ruins, the buildings having been burnt and every effort made to destroy all the government property. There remained in the treasury to the credit of improvements of this yard, when the yard was taken by the enemy, a balance of $40,207 38.

A statement of the bids received and contracts entered into by this bureau, for the fiscal year ending 30th June, 1863, will be presented at as early a day as practicable.

HOSPITALS.

Boston.—For the necessary repairs of the hospital buildings, roads, and fences, and for the care of the public grounds at Chelsea, there has been expended during the past fiscal year the sum of $2,524 84.

Estimates are submitted for the fiscal year ending 30th June, 1864, for the annual repairs of the buildings, roads, walks, and fences, amounting to the sum of $2,500.

New York.—For the necessary repairs of the various buildings, fences, roads,

and other improvements belonging to this establishment, there has been expended during the past fiscal year the sum of $6,042 99.

Estimates are submitted for the fiscal year ending 30th June, 1864, for repairs of existing improvements, for repairs and increase of apparatus in laboratory, and for temporary addition to hospital accommodations, amounting, in the aggregate, to the sum of $22,000. The amount asked for repairs is about the usual sum appropriated. The capacity of the present hospital building is entirely inadequate to furnish accommodations for the large number of sick and wounded requiring treatment and care, and it has been necessary to obtain quarters elsewhere for many of the patients. This is very inconvenient and expensive, and it is proposed to erect a temporary addition to the present building, so that the sick may be at all times under the immediate observation of the medical officers. By this arrangement the expense of providing means for warming and lighting the new building, as well as the conveniences for cooking and a supply of water, will be almost entirely saved, as the supply of heat, light, and water in the present building is amply sufficient to furnish the contemplated enlargement. This appropriation is much needed, and is strongly urged.

Naval Asylum, Philadelphia.—The amount expended at this institution during the past fiscal year for furniture and repairs to the same, house-cleaning and whitewashing, repairs to furnaces, grates, and ranges, gas and water rent, general repairs to the hospital building, and for the support of the beneficiaries, is $26,725 54.

Estimates are submitted for the fiscal year ending 30th June, 1864, for furniture and repairs of same, house-cleaning and whitewashing, repairs to furnaces, grates, and ranges, gas and water rent, improvement of chapel and grounds, library of asylum, hospital, and repairs of all kinds, and for the support of beneficiaries, amounting to the sum of $32,900.

Washington.—The amount expended for the repairs of this building during the past fiscal year is $144 26.

For the next fiscal year no further appropriation is required.

Mare island.—No provision has yet been made at the yard for the accommodation of the sick, and it is deemed important that preparations for this object should be made, as the necessity for it is beginning to be more and more felt from the increasing demands of the service in that quarter. An estimate is therefore submitted for the commencement of a suitable building for this purpose.

MAGAZINES.

Portsmouth, N. H.—The amount expended at this yard during the past fiscal year, coming under the head of magazines, for shot-beds and repairs of magazine buildings, is $11,723 82.

An estimate is submitted for the fiscal year ending 30th June, 1864, for an ordnance timber-shed and storehouse for howitzers, amounting to the sum of $31,522.

Boston.—There has been expended during the past fiscal year for general repairs upon the hospital buildings the sum of $3,044 97.

Estimates are submitted for the fiscal year ending 30th June, 1864, for the necessary repairs of buildings and fences, and care of grounds, amounting to $2,000.

New York.—There has been expended during the past year for stowing guns, shot-beds, skids, &c., row-boat and shed, and for repairs to the buildings, the sum of $10,315 95.

Philadelphia.—The amount expended during the past year for repairs of magazine is $1.

Washington.—The amount expended during the past year for repairs of magazine, keeper's house, and for furnaces in ordnance foundery, is $11,772 22.

NAVAL ASYLUM.

The affairs of this institution have been administered judiciously and economically during the past year, and the officers in charge have made every effort to render the condition of the inmates as comfortable as possible. There have been some cases of insubordination, requiring the interference of the department, and for gross violation of the rules the offenders have been dismissed and deprived of the benefits of the institution. Generally the conduct of the beneficiaries has been good, and they have exhibited a proper appreciation of the liberality of the government in furnishing this comfortable home for them, after being no longer able to obtain a support by labor.

There were on the first of July last 183 persons, including officers and attendants, borne on the rolls of the asylum. 20 beneficiaries have been admitted, 16 have died, and 4 have been dismissed during the past fiscal year.

The expenses of the institution for the year ending 30th June, 1862, have been as follows, viz:

Subsistence	$13,815 08
Clothing, tobacco, &c	7,654 09
Miscellaneous items	3,883 33
Officers and attendants	20,483 06
Total	45,835 56

All of which is respectfully submitted.

JOS. SMITH.

Hon. GIDEON WELLES,
Secretary of the Navy.

REPORT OF THE BUREAU OF ORDNANCE.

BUREAU OF ORDNANCE, NAVY DEPARTMENT,
November 22, 1862.

SIR: The following is respectfully submitted in explanation of the present condition and probable necessities of the Ordnance of the Navy:

The existing crisis found this branch of the public defence entirely unprepared for so great an emergency. The quantities of cannon and of powder which were on hand might have been sufficient for the navy as it then was; but the large number of vessels that were added to it so rapidly rendered it very embarrassing to provide for them the requisite supplies.

It was, therefore, necessary to return to service most of the older artillery which had been superseded by newer and more powerful calibres, and to exert all possible means to procure powder for immediate consumption.

Had our Navy been on a footing commensurate with the obvious wants of the country for ordinary purposes, these difficulties and anxieties would not have been experienced.

I feel it, therefore, to be my first duty to urge that suitable provision of ordnance material be made for probable future necessities of the Navy.

Most important among them is nitre, which enters so largely into the composition of gunpowder that it may be said to be gunpowder itself, with some slight additions of sulphur and charcoal under proper combination.

It is not produced naturally in this country, nor by any other but India, except in insignificant quantities.

Hindostan alone supplies the whole world, which being a British dependency, places us entirely at the mercy or caprice of that power for our stock of this essential article.

We have already received an impressive warning of the promptness with which this supply may be cut off. For when the Trent affair occurred, the United States possessed several thousand tons of nitre just about to be shipped from England. This was detained under a general order of the government prohibiting the exportation of nitre, and remained useless to us for some months, until the British authorities chose to allow it to egress.

No argument, therefore, is needed to sustain the policy of providing against the recurrence of such a difficulty.

Wherefore, among the earliest measures which I adopted in entering the Bureau was to resort to all possible means to secure a stock of nitre, domestic and foreign, which has so far succeeded as to place our Navy beyond the danger of immediate necessities; and it is gratifying to add that there is a reasonable prospect of obtaining a large amount from our own resources.

I recommend, however, that suitable appropriations be now made so as to give this policy an authorized and more extended form, by the purchase of large quantities of nitre and the erection of proper depositories for its safe-keeping.

These items are asked for in the estimates.

The course of events has indicated the necessity of suitable interior depots for naval cannon and stores.

In the West, one or more of these should be located upon a principal watercourse, to which the United States gunboats on the Mississippi and Ohio rivers can have ready access, and receive promptly their supplies of cannon, shot, shells, and other munitions of war, which are now furnished tardily and with great difficulty from distant points.

An interior depot is also required to receive and secure the powder which is to supply the small magazines on the rivers, and to store the nitre, sulphur, and other materials that are best kept, for a long time, in their original condition.

In the East, there should be an interior depot for the same purpose. Because it is exceedingly unsafe to hold, as we now do, the entire stock of powder and other stores at our Navy yards, where they may be exposed to attack seaward, or be very troublesome to dispose of if hostile operations occur even in their vicinity.

These interior depots should have ready communication, by railroad or canal, with the exterior receptacles for immediate consumption.

The appropriations suggested in the estimate for this purpose are small, and rather intended to ascertain the wishes of Congress and give immediate shape to the measure than to fix its limit.

Of the estimates presented I can only say that they are no greater than the present wants of the country demand. Nominally they are very little greater than those of the preceding year. In reality they are just as much less as the difference that may exist between the government paper and the metallic standard

It would be, perhaps, safer to increase than diminish them.

As for the distribution among the several objects, it is very general, and unavoidably so; because it would be as impossible to define precisely what will be wanted as it is to say to what objects the funds will be applied for an entire year, beginning eight months hence.

It gives me pleasure to bear testimony to the promptness with which the private founderies have met the demands on them from the Bureau.

There is, in my opinion, no class of persons engaged in the service of the government who better earn what is paid to them.

The business is only remunerative when successful, the risk is considerable, and the closest inspection is maintained on the whole of the work.

Besides the firms who have been for a long time engaged in the business, several others have offered and received orders, so that there are now seven private establishments engaged in making cannon for the navy, viz: Knap & Rudd, Pittsburg, Pennsylvania; Alger & Co., Boston, Massachusetts; R. P. Parrott, Cold Spring, New York; J. Sparrow, Portland, Maine; Hinckley & Williams, Boston, Massachusetts; Z. Chafee, Providence, Rhode Island; Seyfert & McManus, Reading, Pennsylvania.

It is a natural consequence that the business of expending an appropriation fifteen to twenty times as great as formerly should call for a corresponding increase of officials to see that this work is faithfully executed.

The single clerk allowed by the recent law is entirely insufficient; wherefore I have asked for the number that is now needed.

An additional compensation is also asked for the clerks employed in the office of the ordnance yard; $1,000 a year for capable men who work from bell-ring to sunset is a very inadequate remuneration.

The officers attached to the ordnance yard should reside in it; which has not been usual hitherto, nor indeed possible, for want of quarters. The work goes on by night as well as by day—heavy requisitions have to be met at all hours, and there is a large amount of public property to be cared for, particularly accumulations of powder. So that the presence of the officers is indispensable; and there being no suitable quarters for them, I have inserted a very small amount for that purpose. which I hope may be allowed entirely on public considerations.

IRON-CLADS AND ORDNANCE.

The constant and very natural solicitude manifested by the public in the changes which have been and continue to be made in the construction and armament of our ships-of-war may warrant a more extended notice of technical detail than might otherwise find place in a document of this nature.

And yet no definite conclusion has been reached in regard to either of these important problems.

Indeed, the most casual observer of current events can hardly fail to perceive that neither of them has advanced beyond the first proposition.

And both are so unavoidably interwoven that it is impossible to treat or consider either independently of the other, or to form any reliable opinion as to their future course or final shape. They represent, in fact, but another phase of the competitive progress of attack and defence; impelled now, however, by existing circumstances with a rapidity beyond all precedent in naval affairs.

The old, well-known practice of firing solid shot from 32-pounders, and, occasionally, 42-pounders, at huge wooden structures, made its last appearance at the battle of Navarino, a third of a century since. This was the system in vogue during the time of Nelson, and our own Captains of 1812.

Then the defence had the advantage of the attack, for the broadsides of these vessels, when continued for hours, were seldom able to do more than destroy masts, men, and guns. The instances are very rare of a line-of-battle ship being sunk, or fatally injured in battle by the sole action of shot.

The introduction of shells ehanged entirely the relation of naval attack and defence.

Their use had been desultory and exceptional before the time of Paixhans; but he systematized and applied their power. So slowly, however, did the new weapon gain ground that he just lived long enough to learn of its first signal exhibition in actual conflict at Sinope, some thirty years subsequent to the complete public enunciation of his views.

It almost seemed as if naval men were reluctant to admit the consequences that were obviously to proceed from the use of shells.

The ordnance specially designed for them were only allowed in small numbers aboard of ships, and merely as auxiliaries to the guns for shot.

Our own screw frigates of the Merrimack class were the first (1854) which carried entire batteries of shell guns; and these not of the lighter description known as "Paixhans," but capable of greater range and accuracy, as well as of discharging solid shot if the emergency should arise.

The advantage of which is now apparent from the fact that our IX-inch and XI-inch guns are found to be, in a measure, available against iron plating, because they will endure solid shot fired with one-half greater, and even double, the original charges.

So that we have the leisure to consider and devise any other species of ordnance that may be better adapted to the purpose, and are not precipitated into hasty or questionable measures.

The English, French, and Russian ships having been only provided partially with shell guns, there was no illustration of the full effect of shells in any of the operations during the Crimean war, though there was quite enough at Sinope to indicate unmistakably what might be expected from the general use, against ships, of explosive projectiles of large calibre.

And this led promptly to the first practical development of the measures that the defence would be likely to adopt, in order to keep out such a destructive means of offence, and which have since so largely exercised the ingenuity and the finances of Great Britain.

At Kinburn (October, 1855) the French brought into action three vessels

that had no pretension to be termed more than floating batteries, for their power of locomotion was very inconsiderable, but they were cased with iron and had powerful guns. The Russian shot did not penetrate the plating, but a few of them entered the ports and did some mischief.

The English had prepared some vessels of a like description, but they did not arrive in season, and were therefore unable to participate in the attack on the Kinburn forts.

Peace was soon after declared between the belligerents, and very little attention seems to have been given, for two or three years, to the subject of iron-clad ships, until the French produced the first sea-going frigate of that kind—the Gloire—which was followed by a sensation and action in England highly appreciative of the possible consequences of being slow in acting on the hint.

Of course there was a variety of opinion expressed by public writers as to the capacity of this formidable craft, most of whom inclined to a depreciation of her invulnerability and sea-going qualities.

The British government very wisely, however, decided not to lose time in constructing similar vessels, and has since followed the decision with a remarkable celerity, quite regardless of expenditure.

On the 25th of February, 1859, the First Lord of the Admiralty (Pakington) announced to Parliament the policy of the government in this respect; and the construction was begun of an iron-clad frigate that was to surpass the "Gloire."

This ship has been completed, and is well known as the "Warrior;" others soon followed in France and England, and armored ships are, by common consent, for the time at least, to constitute the main force of all Navies.

Of course there is every variety of opinion expressed as to the proper material and construction of such vessels; and the British government, not feeling at liberty to wait until results have decided, are compelled to make use of whatever may seem most plausible for the while; and thus we are astonished by the most gigantic and costly experiments that the world has ever seen.

For it so happens that circumstances impose on England and France the necessity of grappling with the most difficult solution of the problem, their shores being washed by the deep waters of the ocean; therefore their iron-clads must be more than mere floating batteries, and be possessed of the best nautical qualities.

With the United States the case is, happily, different—the depth of water on the coast being generally adapted to vessels of light or moderate draught, and only a few of our ports are at all accessible to heavy iron-clads like those of France or England.

The solution of the question is, therefore, in its immediate requirements, comparatively easy and inexpensive for us.

Vessels of the "Monitor" and "Ironsides" class are likely to serve present purposes sufficiently well, and to give time to obtain from our own and the experience of others better data than can now be had for advancing to a more perfect order of vessels.

Notwithstanding the earnest and long-continued course of investigation which has been carried on by the governments interested, so little is yet positively known of the effect of Ordnance and the resistance of iron plates in different forms, that the ablest and most experienced cannot agree in regard to the armor best calculated to oppose the most effectual resistance, or upon the cannon that shall be employed to overcome that resistance.

In both cases there are conditions which impose limits to the weight of gun and of the plating.

At the very outset the latter presents itself, and the ship-builder finds himself compelled to changes of the most radical nature, in order that the ship may carry the ponderous armor intended for it, and which in some cases amounts to 1,000 tons.

Some of the dimensions have to be reduced so that a vessel with one-half greater capacity than a two or three-decker is so far shorn in height as to leave but one gun-deck, thus becoming a frigate by the general definition. Of course the ordnance is reduced proportionally in number and weight.

But there is a check even to this reduction of dimensions, and the thickness of iron must not exceed a certain extent. At this date common practice does not go beyond $4\frac{1}{2}$ to 5 inches.

When this difficulty has been disposed of, the *mode* of armoring next demands attention. Shall it be a solid plate, or made of many plates of less thickness? But, most troublesome of all, how fasten it securely to the side? For this is proved to be the weakest point of the defence, and no remedy has yet been devised to prevent the fracture of bolts and nuts, even though the integrity of the plate is not materially injured.

If, to avoid this, recourse be had to a structure entirely of iron, it appears, from present data, that the resistance is too much reduced thereby. It is preferred, therefore, to adhere to armor backed by the wooden fabric.

In the wake of these almost insolvable questions follow others which, though not essential at first, become so eventually by time and service, such as the probability that the incidents of sea service will weaken the connexions of the armor with its own parts and with the ship, and that the difficulty of caulking will allow of more leakage than is convenient.

The ordnance expert can by no means rejoice in being free from difficulties that puzzle his ingenuity.

The number of cannon being reduced to a third of the number he is accustomed to rely upon, how shall he supply the loss of force by the weight and kind of those which remain?

If he acquires power by greater weight, he loses by loss of time in manipulation of gun and projectile, hence some reduction by slowness of repetition. Then, again, shall he use rifled or smooth-bore, breech or muzzle loaders? Shall he pierce or crush and break bolts and strip off the armor, or shall he even attempt to enter the interior with shells?

How economize the open space of the ports when the gun is out, or close it when in?

The steam engineer has also his demands, for great speed is indispensable, and he thus adds another trouble to those of the already bewildered shipwright.

Leaving these queries to be answered by the parties most concerned, it will suffice here to say that, just now, the offence has decidedly the advantage, and no sea-going ship is considered to be so armored as to be impregnable to artillery.

Of the French results and inferences touching the several points we know nothing beyond what is necessarily disclosed to the observer in the construction of ships.

The British government have practiced less reticence; and if we are not permitted to become acquainted with the reasoning of their officials, the results from which they do reason are so far public that one cannot err very widely as to their general bearing.

A large number of witnesses have usually been present at the trials, including officers, engineers, ship-builders, and others, civil and official. The press is also well represented, and in a few days afterwards all the proceedings are detailed minutely to the public, discussed in Parliament, and in meetings where the ablest professional men are assembled for the purpose.

So far as an opinion can be formed from such sources, one is led to conclude that those who, from their distinguished abilities and opportunities of investigation, should be best qualified to judge, have arrived at no final decision in regard to any of the essential points of the problem above stated, which is, indeed, reasonable, when it is noticed to what extent these differ, and even conflict.

About a year since (October 21, 1861) a number of eminent dignitaries, mili-

tary, naval, and civil, met, in order to witness the trial of a target representing the "Warrior's" sides. It was supposed that all the power which ordnance could exert for such a purpose was brought into play; and after this had been done it seemed as if the witnesses were generally favorably impressed with the endurance of the target, and therefore of the "Warrior."

But not long after (April 8, 1862) Sir William Armstrong placed in front of this, or a similar target, a gun which he had just completed; it threw a round shot of 156 pounds, which, with 50 pounds of powder, most unexpectedly changed the whole aspect of the question by its treatment of the target, which was said to have been completely pierced.

The revulsion in common opinion went so far as to discredit the "Warrior" entirely, and the fallibility of that vessel was pronounced certain.

But during a discussion in Parliament a member maintained that the facts had not been accurately stated even by official authority, and the deductions were consequently more unfavorable to the target than was correct. He even affirmed that the target had not been fatally injured, but would in fact have kept out the shot from entering a vessel.

Whether for this reason or not, the trial was repeated, and very fully disposed of all doubts in favor of the target; but it settled the gun also, which burst at the fourth round.

Thus demonstrating that if the target were penetrable by the fire of such a piece of ordnance, it was only by an effort that destroyed the gun also—a risk not to be thought of on shipboard.

And hence it was inferred that the "Warrior" was impregnable to the effort of any ordnance that could be then used safely against her.

The triumph of the defence was, however, of short duration; for the rupture of the Armstrong gun left the way open to other competitors, and a long-neglected piece that had lain remote from view for several years was suggested as deserving of an opportunity to try its powers.

This was the Horsfall 13-inch, of wrought iron. Its first blow, with a shot of 280 pounds, was decisive. The plate was pierced and badly injured, while the endurance of the gun was untouched.

As if to complete the entire failure of the defence and to puzzle its advocates, Mr. Whitworth undertook to drive a shell through a stout iron-plated target, which he accomplished.

So that the system of armor that had been relied on was proven to be vulnerable by shells, as well as by shot, which was an unhoped-for advantage on the side of the attack.

Here it will probably rest for the while, until the defence shall be able to devise some plan of greater efficacy.

It would be unwise, however, to rush to the conclusion that armor is needless, because the most powerful ordnance should, under skilful guidance, be able to pierce it.

For, even against such cannon, a ship may delay the final disaster long enough to make its own guns of avail; and when opposed to any but these heaviest pieces, will still be in effect impregnable.

The case of the "Monitor" and "Merrimack" affords an illustration.

No one supposes that either of these vessels could have escaped serious injury if subjected to a course of target firing from the most recent and powerful descriptions of ordnance, yet they sustained for four hours the utmost effort of each other's batteries.

The "Monitor" was hardly more than scarred by the fire of the very guns which, on the preceding day, had in a fourth of the time acted most destructively on the hulls and crews of two fine wooden frigates.

A very high official authority (Duke of Somerset, First Lord of the Admiralty, House of Lords, April 3, 1862,) has, to be sure, imputed the default of injury to

life or limb in this combat to a lack of power in the artillery which the two vessels carried; which is no doubt true; but it is equally true that no guns of like weight and kind now used in the British Navy would have effected as much under like circumstances.

These cannon are not "idle against iron plates," as may be shown by their operations upon samples of Warrior targets on which they have been tried here. Nor are they "rifled shell ordnance." Nor is their initial velocity as low as 900 feet, as stated by the Duke.

The XI-inch guns of the "Monitor" were designed chiefly for shells, which were computed to leave with a velocity of at least 1,250 to 1,300 feet. In the action shot were used with an initial velocity of about 1,120 feet.

But since that time the same class of gun has been ascertained to be capable of throwing solid shot of 169 pounds, with a charge of 30 pounds, giving an initial velocity of 1,400 feet.

The IX-inch guns of the "Merrimack" were intended principally for a shell of 72 pounds and a charge of 10 pounds; and therefore gave an initial velocity of about 1,400 feet. But they can be safely used with a solid shot and 13½ pounds of powder, which produces an initial velocity of 1,290 feet.

One of these guns was fired 750 times with its shell, and then 500 times with shot and the high charge, showing no symptom of giving way after such severe usage.

The Duke of Somerset more nearly approached the present state of the question when he doubted the capacity of plates finally to resist the action of Ordnance; but was in fault in overestimating the service to be expected of the Armstrong gun.

With regard to the results spoken of as obtained in England, which assign a superiority to the solid plates, it may or may not be that Captain Ericsson selected, or was compelled to use, one-inch plates in making up his total thickness, for at that time there was very little choice in the matter; but it is certain that the practice made here proves that several plates made into one are preferable on many accounts to one solid plate, and would be so altogether if it were not for the increased number of bolts that become requisite, and are the weakness of all such plating.

Indeed, even with this disadvantage, it remains to be seen whether, by any process, a very thick solid plate can be made equal in its texture to the thinner plates.

For in every instance where I have seen a solid plate pierced by a shot the imperfection at the welds has been made manifest by their separation, although externally none such could be perceived.

In this connexion it may also be observed that for want of information it is not possible for us to form a trustworthy opinion, from the incidents of the combat, of the relative powers, offensive and defensive, of the two vessels.

We know the armament of the Monitor, and also that she was not in any way crippled by the fire of the "Merrimack"; the most telling blow was on the pilot-house, but this did not affect the immediate efficiency of the vessel.

On the other hand, we do not know to what extent the Merrimack was injured by the fire of the Monitor, nor, with any certainty, what guns she carried.

Among those recovered with the Norfolk navy yard was a IX-inch, which, by the mutilation of sight masses, trunnions, &c., must have been one of those which our men attempted to destroy on evacuating the yard in April, 1861. Its muzzle being broken off induces the belief that it was also one of the guns of the Merrimack, which, in the official report of her proceedings on the 8th of March, is stated to have had the chase shot off.

The end of an elongated shell was also found in the plates of the Monitor, showing that such projectiles were fired by the Merrimack.

These facts seem to confirm a current rumor that this vessel had IX-inch guns

on the sides and rifled guns at each end, probably 32-pounders, as we find pieces of this description used very commonly by the Confederates, or else one of the Blakely pattern, a few of which are also known to have been furnished to them.

If this be true, then the metal was entirely too light to affect the Monitor, and will account, in a measure, for the little damage she sustained.

As so much interest was at the time attracted to the material of the shot used by the Monitor, and it was averred by high authority that if she had not been restricted to those of cast-iron, but had been allowed to fire the wrought-iron shot put on board for the purpose, the Merrimack would have been sunk, I am induced to say a few words in order to correct any erroneous impression that may still exist on the subject.

The cast-iron shot fired by the Monitor average about 169 pounds, and, being used with 15 pounds of powder, had an initial velocity of about 1,120 feet.

After the action I caused ten of the Monitor's wrought-iron shot to be weighed; they were found to be 186 to 187 pounds; therefore, (with a charge of 15 pounds,) their initial velocity would have been about 1,050 feet.

So that, by using the wrought-iron shot, the projectile velocity would have been reduced; and though in no great degree, yet to that extent, whatever it was, would have increased the very cause of insufficient power, if, as generally conceded, the effect of shock be proportional to the $V^2 \times W$.

Secondly, if the criticism were intended rather for the inferior tenacity of the cast-iron, which was therefore assumed to lessen the effect of the cast-iron shot when compared with those of wrought-iron, then it is only to be said that the theory is directly at variance with the facts as exhibited in the practice executed under my immediate direction, and witnessed by yourself and many others.

The cast-iron shot does break and the wrought-iron is only crushed; but while the latter lodges in the $4\frac{1}{2}$-inch plate, the former (both being of 11 inches) passes completely through the plate and nearly through the wooden backing of 20 inches, making a larger hole and badly cracking the plate.

The proper mode of increasing the power of the Monitor's guns was to have increased the charge, which the gun was capable of enduring safely, to the extent of 30 pounds; but this was not known at the time, and all will admit that the occasion was not one when any risk was to be incurred unnecessarily.

The Monitor only fired 42 shots, and of these many, no doubt, failed to strike from the unavoidable difficulty of aiming with perfect precision.

Setting aside the disadvantage due to a first essay in a combat of this kind, the circumstances were entirely favorable to exhibiting the full powers of iron-clad ships like the Monitor and Merrimack—the distances being short and the object but little above or below the level.

When much elevation is required, particularly on account of the height of the object, the fire of any ship-of-war loses proportionally in effect, by reason of the difficulty in aiming, and the vessel is also more exposed to serious damage. In the close ports of an iron-clad the former must be seriously aggravated, of which we had an example in the attack upon the work on the James river, when the "Galena" and "Monitor" participated, and could never make their guns tell fully as they would have done had the batteries been lower.

The operations that have been conducted here with reference to the power of different cannon and projectiles, as well as the resistance of iron plating, have been so far satisfactory that the results derived have been consistent. Still they are liable to such qualification as may be properly due to practice upon targets only, and in some sense favor the defence, because many sources of weakness which are unavoidable in the extensive structure of a ship are undisclosed in the strong, new, and well-knit target, but will appear when vessels are subjected to fire and to the wear and tear of time and service, especially at sea.

So long as the ponderous armor is merely attached to the ship and is not made to contribute to the strength of the fabric, but severely taxes that strength,

so long will there be involved a serious element of deterioration which will after a while impair the general capacity for endurance, and in the end unfit the ship for battle.

In this respect, as in many others, the turret class are to be excepted from much of the preceding remarks, and are probably of greater and more certain endurance under severe fire than the ordinary plated vessel. So far they are likely to find the most fitting sphere for their peculiar powers in the less troubled waters of harbors and rivers; though the ability that has devised them may also be able to give a wider scope to their usefulness.

ARMAMENT OF IRON-CLADS.

So little having been determined with regard to the preferable mode of armoring ships, there will necessarily exist, as already observed, much difference of opinion and practice as to the Ordnance that will be most serviceable. This would be reduced to very narrow limits were it possible to decide intelligently upon the claims of smooth and rifled cannon. But the obviously unperfected condition of the latter interposes an obstacle to a fair consideration of its merits, which the ingenuity of very clever men has long been exerted upon without complete success.

1. The rifled shot, when moving correctly, is the more accurate to first graze, though not materially so at moderate distances—say 1,300 to 1,500 yards. Beyond a mile its advantage in this respect is very marked.

2. But, after encountering any object, its deflections are of the most erratic description, and it generally tumbles over so as to nullify its force and render its subsequent direction beyond conjecture. Wherefore the rifled shot has no capacity for ricochet, which is one of the most certain modes of operating with the round projectiles in naval warfare, and is of the utmost importance, because so many shot fall short and strike the water first.

3. The rifle shot has greater penetration than the round, but much less concussive power.

At the present time considerable improvements are required to give regularity and certainty to the distinctive qualities of the rifled shot; and there is no little trouble experienced also with the stripping of soft metal from them, and the imperfect operation of their fuses. These being defects rather of detail, will, no doubt, be ultimately got rid of. Meanwhile, the rifle gun is gradually making its way into the service and becoming better understood by soldiers and sailors.

A glance at the forms which this arm has assumed in different countries shows the great variety of solutions that the problem is capable of, and may possibly indicate some difficulty in uniting all the qualities desired in one piece. The greatest diversity will be noticed, for instance, between the device of Armstrong and of Whitworth, and the Canon Rayé of the French. They differ totally in the material and construction of the cannon, projectile, and fuse. And while no one service is entirely satisfied with its own arm, it seems to find nothing better in that of another.

If, in battering an iron-clad, penetration only shall be the paramount consideration, and other effects merely incidental, the rifle cannon must be selected. But if the concussion and shattering of the plate and its backing be preferred, with such penetration as might be consequent thereon, then the heavy, swift, round projectile will supply the blow best adapted to such work.

So long as the present mode of plating continues, there can be little doubt that it will be most effectively attacked by cracking and bending the iron, starting the bolts, stripping off the armor, and breaking away large portions of the wooden structure within.

And to this mode of action I feel more inclined, after witnessing its effects upon a number of targets plated with solid iron, or with thin plates bolted into one, the direction of the fire being perpendicular or oblique.

The iron-clad "Galena" suffered most in this way.

The fire was so well directed (distance 600 yards) that most of the shot were clustered about the middle of the side exposed, as if the funnel had served for a mark; several remained where they had lodged in the iron plating, which, by measurement, proved to be 64-pounders; others had only dinted the armor and fallen off, while a few had passed entirely through.

Seen from the outside, the damage did not appear considerable, but within it was evidently irreparable, for the entire structure of the vessel was so shattered that there was little power of resistance left.

The number of guns being very much reduced, of necessity, in iron-clads, particularly in the turrets, which will only accommodate a pair of them, it would naturally be supposed that the weight of broadside would also be limited.

But the very large calibres that are likely to be adopted will so far compensate for the loss in number that the dimunition of power will not be important and, in some instances, there will be a gain in weight of projectile.

Thus, the Merrimack originally threw 1,424 pounds from the broadside, and the recent changes have increased this to 2,440 pounds.

Whereas the "Roanoke," which belonged to that class, and is now converted into a turret ship, will throw 2,700 pounds at an object abeam, when fully armed, and 900 pounds ahead or astern.

There must be, however, a material reduction in the celerity of fire with guns and projectiles so large as the XV-inch, whatever may be the mechanical appliances which may be brought to assist.

An XI-inch gun, with a well-disciplined crew, can be fired once a minute; but there must be much improvement in any mode now suggested before a XV-inch gun can be fired once in thrice that time.

As a certain capacity for repetition is essential to the general power of a battery, there is thus involved a disadvantage which can only be compensated to any extent by the great concentration of effect in the individual projectiles. For it may be conceived that the effects of shells of 330 pounds, and shot of 450 pounds, will be damaging beyond any experience in former battles. What may be the power of such ordnance against iron-cased ships—comparative or absolute—remains to be ascertained. This, as well as the piece itself, is yet but an experiment.

It seems superfluous to add that the IX-inch and XI-inch guns of the United States navy were intended to be used against just such ships as were then constructed; and, *for that purpose*, I may say that they combine the elements of ordnance power to a greater degree than any other guns of like nature and weight.

The use of armor for ships had then hardly received any serious consideration. Now, that it is being rapidly applied to all vessels-of-war that can receive it, the guns that have been used will give place to others more particularly adapted to such service, and the prosecution of this question occupies all the attention that may be spared from the pressing demands of the present war.

Two new classes of guns are already in existence; one of these, the XV-inch, is actually mounted on our iron-clads. The other has already been tried at iron plates of $5\frac{1}{4}$ inches thickness, with an oak backing of 18 inches, placed at 200 yards; through which its shot passed with ease. Meanwhile, the guns already on hand will be accommodated as far as possible to the new state of things, and it is satisfactory to know that a severe test proves the IX-inch and XI-inch able to bear continued firing with solid shot and charges much greater than those for which they were intended; the IX-inch one-half greater, the XI-inch double the original quantity of powder.

In this connexion it may be observed that erroneous impressions have obtained currency in regard to the mode of action which was proposed for this style of gun, an instance of which has already been noticed as emanating from

an official personage. A recent repetition of this error by a high popular authority would induce the unprofessional reader to suppose that the sole object of these guns was to fire large masses of metal with low velocity, regardless of all proper effect. Whereas it was merely designed to drive the heaviest projectiles that could be conveniently manipulated with no more velocity than would just pass entirely through a ship's side. The complete penetration of the object was to be effected, but with no more velocity than absolutely indispensable for that object; and thus the greatest amount of concussive power was combined with sufficient penetration.

These views were fully given at length in a publication made some six years since,* and illustrated by instances of practical results.

It was not to be expected that ordnance designed so particularly for a given effect upon wooden structures should be equally fitted to operate upon armored vessels. Their application to this service was, therefore, temporary; and yet, even under such disadvantages, the XI-inch shot, fired with 30 pounds, is known to act severely on targets plated with 4½-inch iron, and to have an endurance with these excessive charges that could not have been expected.

The cannon used in England to fire at the "Warrior target," in April, 1862, was made of wrought iron, after the design of Sir William Armstrong. It is said to have weighed nearly 27,000 pounds, and on the above occasion was fired four times with 50 pounds of powder and a round shot of 156 pounds.

The XI-inch gun weighs 16,000 pounds, (cast iron,) and in proportion to its weight would be doing the same work as this Armstrong gun if it was fired with 31 pounds of powder and a 93-pound shot.

One of this class, now here, has been fired 155 times, as follows:

22 rounds with 20 pounds }
101 rounds with 25 pounds } Shot of 165 to 169 pounds.
32 rounds with 30 pounds }

A charge of 30 pounds is very nearly proportional to that used in the Armstrong 156-pounder, and the shot is 80 per cent. heavier than it should be relatively, and 13 pounds absolutely than the shot of the British gun.

The gun is not burst, nor does it exhibit any indication of giving way. The Armstrong gun has burst, and it gave way with a charge of 50 pounds. It is said to have been fired 160 or 170 times, several of which were with much heavier charges—60 to 90 pounds—but of this we have no information here beyond what may have appeared at different times in the public prints.

On another occasion an XI-inch gun was fired 500 times, of which 170 fires per day were made in two successive days, which so heated the gun that it was found to be warm 18 hours afterwards. No sign of weakness was detected.

The IX-inch class, in the ratio of the British gun, should throw shot of 54 pounds, with 18 pounds of powder.

Mention has already been made of one recently proved with 750 service charges (10 pounds) and shells of 72 pounds, and 500 extra charges (13½ pounds of powder) and shot of 90 pounds, which last may be assumed to produce a strain equal to the proportional charge. The gun still looks sound.

Another of the same class, after 1,500 service charges, (10 pounds,) and shells of 72 pounds, was fired with gradually increasing charges until at the last round (twenty-second) it burst with a charge of 20 pounds of powder and 10 shot, weighing in the aggregate 900 pounds.

The endurance, therefore, of these cast-iron guns bears comparison with the best forged British guns of the latest design, and the model must therefore be good.

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* Shells and Shell-guns. Trübner: London, 1856.

The calibre of the piece, and the velocity with which the ball shall move, are entirely adaptable to what may be required.

It may be that the ratio of velocity to weight should be greater when iron, and not wood, is to be struck, which will be determined quite in season.

COAST DEFENCES.

The ease and impunity with which even one iron-clad can enter a port not specially prepared for such a visitor, and commit mischief at pleasure, suggest the policy of providing by timely measures against the possibility of damage to the immense resources thus exposed.

Some ten years since I took occasion, upon a call from the War Department,* to point to the defenceless condition of many of our harbors, particularly that of New York, which, by its facility of access and great accommodation of means, invited attack from the enterprise or cupidity of an enemy.

These means are not limited to the abundant wealth that commerce has collected from every quarter. But in the city and its vicinity are the vast workshops from which issue the ships and their engines that have within a twelvemonth given a new fleet to the country; being, in fact, so many navy yards, called into existence almost at the instant, which would lie under the very cannon of a hostile iron-clad, and, if destroyed, would deprive the country of resources not to be replaced for years.

The present state of our public affairs seems to offer good reason for considering this subject seriously and promptly. We have had, not long since, bitter experience of the facility with which the usual mode of settling a debatable question might be set aside, and an ultimatum at the outset dictated to us, with such preparation as left no doubt that our non-compliance would be visited with the same pacific correctives which history records as having been administered at Copenhagen, (1807,) at Constantinople, (1807,) and to Spain, (1804;) on which occasions the fleets of Denmark and the treasure ships of Spain were seized, and like attempts made on the navy of Turkey, although these powers were actually at peace, and were only suspected of hostile intent.

No injury can result to the public interest from speaking openly on the condition of our ports and coasts; for it is quite as well understood by others as by ourselves, these harbors being habitually frequented by foreign traders, and the amplest information in regard to them minutely shown in our own beautiful Coast Survey charts to all who may choose to examine them.

It behooves us, therefore, in good season, to estimate the danger rightly, and the remedy.

In regard to the latter there will naturally be some difference of opinion, which will be best investigated and judged of by those who shall be intrusted with the duty.

Still, taking our own great seaport as an example, my own views are that a trustworthy and thorough defence can only be made by a harmonious and just combination of forts, iron-clads, and rams, with such other minor auxiliaries as may be contributed to the general purpose; singly, neither would be effectual.

1. The principal defences of the city of New York by land are to be at Sandy Hook, the Narrows, and upon all the little islands near the city.

Whatever may be selected as the material of the interior structure of the fort, the exterior must be of iron. Lines of earthworks will also be useful in assisting and completing the position of the main work.

But by no means should bare masonry be exposed to the action of rifle cannon.

2. The sites of these works should be at a reasonable height above the water,

* Ex. Doc. No. 5, 32d Congress, 1st session.

because the fire of ships always loses much of its effect against elevated objects; and iron-clads have still greater difficulties to contend with from the very limited degree of elevation which their ports permit, and the obstacles that interpose in aiming deliberately.

For these reasons the forts at the Narrows are illy calculated to hinder the passage of an iron-clad, or even to withstand its direct attack; less so, indeed, than the seemingly insignificant earthworks on the elevated plateau to the left.

3. A sufficient number of iron-clads should be ready to assist the forts, and to fill in the gaps left between them.

4. With these should act the most powerful rams that can be built.

Their construction to be very powerful, their lines very fine, draught moderate, filled with steam-power, and impervious to shot.

This description of steamer ought never to act singly, for by a skilful and timely change in direction the vessel attacked might elude the blow and leave no good opportunity to renew it for some time; a second or a third ram, co-operating with the first, would make it impossible to avoid a direct blow from one of them.

It is obvious also that rams would be of little force in chase, unless their speed were very much greater than that of the other vessel.

Obstructions of various kinds may also be placed at different parts of the channel.

It will be seen that I now have in view only the main passage to the city, the Raritan bay and the "Kills" being easily defensible.

The same remarks which apply to New York are also applicable to many other seaports, such as Newport, Portland, &c.

And on the Pacific side, most especially to San Francisco, which, though remote from the scene of the present struggle, is yet worth all attention and care in fortifying it against attack, for this superb harbor should not be exposed to the least mischance.

The greatly increased importance of Key West, and similar islands, demands improvements in their fortifications, with a sufficient number of iron-clads and rams.

GUNNERY-SHIP.

It seems very late now to urge the institution of a system of instruction in gunnery for our seamen. Other naval powers have considered this one of the indispensable requisites for a Navy, while with us it has received no countenance whatever. In 1857, at my urgent solicitation, the Department allowed me the use of a ship for this purpose; but no measures were taken to supply men for instruction, so that the main purpose was defeated, and after a while the vessel itself was directed to another use, at a time when 200 or 300 good captains of guns could have been supplied from it yearly to the navy.

I have been entirely at a loss to conceive why an interest so vital should have been thus neglected; for whatever may be the skill of the officers, it is manifest that the effect of each gun in action depends on the seaman who adjusts the sights, takes the aim, and fires the piece. Yet this person is left entirely to his own instincts to pick up such notions as chance may throw in his way.

It seems to be a common impression that all seamen are conversant with the use of artillery, which is by no means correct. On the contrary, this knowledge is the peculiar acquirement of the man-o'-war's-men, and is only obtained in the Navy.

When, therefore, the department is, by the exigencies of circumstances, compelled suddenly to increase the number of its seamen, resort is frequently necessary to those whose service may not have been in the Navy.

The material is excellent, but still has to be initiated into the very rudiments of gunnery.

The ship-of-war about going into service, and which may be in action but a few days after receiving a new crew, is not by any means the place of schooling the recruits; yet such must be the case under present arrangements.

And this is now of even more importance, from the fact that our ships are very short of officers.

I may mention here one fact corroborative of the foregoing.

Just after the disaster at Bull's Run, (1861,) I was called on (as Commandant of the Navy Yard) to place a detachment of seamen at an important point, to assist in the defence of the lines. Three hundred prime, able-bodied seamen were mustered for the purpose, and on a preliminary examination, with a view to stationing the men at the guns they were to man, it was found that only ten or fifteen had ever served at a gun before.

Wherefore I respectfully urge that some course of instruction in gunnery may be instituted as a part of the system of the navy, *for battle is but the harvest of preparation.*

In conclusion, I beg leave to ask your consideration of the present organization of this Bureau. The nature of its duties are military as well as civil, and the minutest details of a cannon or its management on shipboard are subjects of its cognizance, as well as the directions for making cannon and all their complicated appliances.

It is thus necessarily in the closest professional contact with commanders of fleets and of ships, as well as of founders and mechanics.

I have the honor to be, very respectfully, your obedient servant,

JOHN A. DAHLGREN,
Chief of Bureau of Ordnance.

Hon. GIDEON WELLES,
Secretary of the Navy.

BUREAU OF PROVISIONS AND CLOTHING.

Abstract of annual report, dated November 25, 1862.

Transmits estimates, abstracts, and statements; contract system defective; public bakery necessary; paymasters' clerks inadequately paid; additional clerks required in the bureau.

BUREAU OF PROVISIONS AND CLOTHING,
November 25, 1862.

SIR: I have the honor to enclose estimates, marked A, B, and C, with abstracts and statements, marked from D to L, inclusive.

In consequence of the great and sudden increase of the navy, the last year has been one of extraordinary difficulty for supplying its wants. During the same period large armies were called into the field and required great quantities of many of the same articles that were necessary for our naval squadrons. But notwithstanding this unprecedented state of affairs, and in spite of the inherent defects in the system of supplies, the numerous vessels in the public service have been well provided for.

CONTRACTS.

The existing system of naval contracts is most disadvantageous to the public interests in various ways. The law requires that all naval supplies, with a few exceptions, shall be procured under contracts given to the lowest bidders, after public advertisement. At first sight this seems to be the fairest and most judicious course, but experience proves that further legislation is needed to exclude irresponsible and designing parties. The practical result of the present system is, that many contracts are obtained by parties who fail to fulfil if the contract becomes a losing one, and then the government must go into the market at a disadvantageous time and under the most unfavorable circumstances. There are men whose principal business for many years has been that of government contractors, who manufacture nothing, and can only claim to be "regular dealers" by reason of supplying the government and by occasional speculations with outside parties. Some of these men have no capital nor credit apart from what they derive from having government contracts, yet they do not hesitate to propose to furnish half a million dollars worth of stores, and their proposals must be received, if they are the lowest bidders, and comply with the conditions of the law.

Not unfrequently bidders propose for contracts with no intention of fulfilling, but for the purpose of selling the contract to some third party for a bonus; and though, by law, such transfer abrogates the contract, the penalty is easily evaded. But there are many honorable exceptions, where men of capital, and prudence, and high standing for integrity make their contracts carefully and fulfil them scrupulously, though sometimes at heavy loss. If such only were received as contractors, the government might find the present mode of procuring supplies advantageous; but, unfortunately, the speculators too often secure contracts to the exclusion of manufacturers and regular dealers, and the department is powerless to prevent it without a change of law.

The disadvantages of contracting with unreliable parties are not confined to the loss of money alone, but the delays and inconveniences that must frequently

result are worthy of far graver consideration. A single day's delay in furnishing or supplying a vessel may lead to incalculable injury and loss.

The evils of the present system of naval contracts might be obviated in a degree by enacting that the following classes of persons shall not hereafter be received as principals or guarantors on any proposal, or as sureties on any contract, viz:

First. Persons known to be defaulters on former contracts with the government either as principals or sureties.

Second. All persons who do not give satisfactory proof to the Navy Department of their being established manufacturers of, or regular wholesale dealers in, the articles they propose to furnish.

PUBLIC BAKERY.

In nothing are the inconvenience and loss, consequent upon the contract system, so great or so manifest as in the article of bread.

The quantity required annually for 40,000 men is 12,740,000 pounds, without including the losses by condemnation and shipwreck, which, for the current year, will probably increase that quantity to fifteen millions of pounds, requiring more than 80,000 barrels of flour for its manufacture. To bake this large quantity properly, and to dry it thoroughly before packing for sea use, will require one or more naval bakeries, sufficient to make all the bread used in the navy. Other nations with large navies have found public bakeries indispensable, and our own experience, from day to day, shows it to be necessary for us to adopt the same plan. The manifest advantages to be thus secured are these:

The flour could be selected from the brands best adapted to keeping a long time at sea.

The bread would be made by the best processes, and baked in the most approved ovens.

Ample time and space would be given for thoroughly drying the bread before sending it on board ship, and it would be packed in the best manner, and not again disturbed for inspection or repacking until shipped; and we should thus secure the great advantage of always having a sufficient quantity of the best bread for all demands.

I would suggest that measures be taken for the erection of one or more bakeries on the most approved plan, and that until their completion the department be authorized to hire bakeries, and take all other necessary measures for supplying the men with suitable bread.

CLERKS.

The pay of clerks at naval stations has never been fixed with reference to the amount of their labor and responsibility, and it has been changed from time to time by partial alterations, which inured to the benefit of all other clerks more than to that of paymasters' clerks, yet their duties are as arduous as those of any clerks in the yards, while their pay is smallest of all. At all navy yards (except in Califarnia) their pay is but $750 per annum, while the clerk of the yard and the first clerks of commandants and naval storekeepers receive $1,200. There seems to be no justice in this distinction, for any impartial judge will say that the labor and responsibilities of paymasters' clerks are as great as those of any of the clerks just named.

The inadequacy of the compensation of paymasters' clerks at sea is still more marked. In the largest ships in commission their pay is but $500, and in smaller vessels but $400 per annum and thirty cents per day; and even this small sum ceases with the cruise. The pay of paymasters' clerks in the army is $700 at all times, and seventy-five cents a day additional while employed, making

the aggregate of $973 75 per annum when on duty. Paymasters' clerks at sea have charge of large amounts of public property, and their duties are performed while they are deprived of the comforts of the shore. The pay of the clerks on sea duty is the only pay in the navy which has not been raised since the enactment of the law of 1842. But, on the contrary, it has been diminished by the change in the rates of vessels-of-war. The law of 1842 gives to a paymaster's clerk in a line-of-battle ship $700 per annum and in a frigate $500. No vessel of the former class ever goes to sea now; but the heavy steam frigates, like the Wabash, have taken their place. The paymaster's clerk in such ships receives but $500 per annum and a ration. I earnestly recommend that the pay of clerks in the navy be equalized, and that that of paymarters' clerks at sea be fixed with reference to the complements of vessels instead of their rates. The first gives the true measure of the labor performed, while the other is arbitrary and continually changing.

ADDITIONAL CLERKS IN THIS BUREAU.

The clerical force in the bureau is entirely inadequate to the performance of its duties. But one additional clerk has been authorized since 1850, though there are now more than five times as many vessels and stations with accounts to settle at the bureau.

The contracts and correspondence have greatly increased; and the expenditures made through its agency have grown from one and a half million annually to more than six millions. At least four clerks in addition to the present number are, in my opinion, indispensable to the transaction of the business of the bureau.

I am, very respectfully, your obedient servant,

H. BRIDGE,
Chief of Bureau.

Hon. GIDEON WELLES,
Secretary of the Navy.

BUREAU OF MEDICINE AND SURGERY.

NAVY DEPARTMENT,
Bureau of Medicine and Surgery, October 28, 1862.

SIR: In compliance with your instructions of the 27th August ultimo, I have the honor to submit estimates of the amount required for the support of the Bureau of Medicine and Surgery, and the medical department of the navy, (with the exception of hospitals,) for the fiscal year ending June 30, 1864.

The fiscal condition of the medical department is represented as follows:

Balance of former appropriations for "surgeons' necessaries and appliances" remaining in the treasury June 30, 1862	$37,125 01
Appropriations for "surgeons' necessaries and appliances" for the fiscal year ending June 30, 1863, per act of Congress approved July 14, 1862	77,900 00
Amount of hospital fund in treasury June 30, 1862	141,315 02
Amount required for the support of the Bureau of Medicine and Surgery for the year ending June 30, 1864, (schedule A)	10,990 00
Amount required for the medical department of the navy, on shipboard, and all naval stations, with the exception of hospitals, for the year ending June 30, 1864, (schedule B)	157,500 00
Expenses hitherto paid from the general contingent fund of the navy; (schedule B)	40,000 00

It is hardly possible, in view of the changed character of the naval forces, to make the usual estimates, based on the complement of the vessel. It is presumed, before the expiration of the year, most of the larger vessels now in commission will give place to those of a very dissimilar style. It is considered safer, therefore, to make a *per capita* estimate, based upon the expenditure of the previous year.

The cost of each man in the navy during that period, for all cases involving medical disbursement, was about $3, or, more exactly, $3 02. Assuming the force to be employed during the fiscal year ending June 30, 1864, to be 45,000 men, the same rate of expenditure will require an appropriation of $135,900.

But the enhanced price of articles under the tariff, and the common casualties of war, will doubtless increase the ratio of expense. I deem it prudent to estimate the cost per man at $3 50, making the sum required for service afloat $157,500.

In conformity with section 5 of the act to reorganize the Navy Department, approved July 5, 1862, requiring estimates for specific, general, and contingent expenses of the several bureaus to be furnished by the chiefs thereof to the Secretary of the Navy, the following estimate is submitted for expenses hitherto defrayed from the general contingent fund of the navy, and for such other objects as the unanticipated events of the war may present, "contingent," $40,000.

I submit tabular statements of sick, compiled from the reports of sick, from the naval stations within the United States, and from the vessels in commission on home and foreign stations, for the year ending December 31, 1861.

The recall of our squadrons from foreign stations, and the frequent transfer of the vessels serving in the different divisions of the Atlantic and Gulf forces, render it impossible to submit the usual classification exhibiting the disease incident to our different naval stations.

Instead of the distinct exhibits heretofore submitted, the aggregate sick, &c., of vessels in commission is all that can be presented in view of the cause above mentioned.

The squadron in the Pacific is the only one maintained in the customary manner during the whole of the year 1861.

Statement of sick, compiled from reports of sick from the naval stations in the United States, and from vessels in commission on home and foreign stations for the year ending December 31, 1861.

	Remain'g sick Dec. 31, 1860.	Admitted, 1861.	Discharged, 1861.	Died, 1861.	Total treated, 1861.	Remain'g sick Dec. 31, 1861.	Percentage of deaths to number of cases treated.
HOSPITALS.							
Chelsea	8	267	239	8	275	28	2.91
New York	85	935	812	31	1,020	177	3.03
Philadelphia	14	210	188	13	224	23	5.80
Norfolk*	32	25	56	1	57	.....	1.40
Pensacola†	9	.....	9	.....	9	.....	.....
	148	1,437	1,304	53	1,585	228	3.34
NAVY YARDS.							
Portsmouth, N. H	.....	182	175	.....	182	7	.....
Boston	1	181	177	.....	182	5	.....
New York	.....	178	171	.....	178	7	.....
Philadelphia	3	123	122	1	126	3	0.79
Washington	13	1,338	1,316	6	1,351	29	0.44
Norfolk*	4	33	37	.....	37	.....	.....
Naval Academy	9	277	282	.....	.....	4	.....
	30	2,312	2,280	7	2,342	55	0.30

Statement of sick, &c.—Continued.

	Average number of officers and men in service in 1861.	Remain'g sick Dec. 31, 1860.	Admitted, 1861.	Discharged, 1861.	Died, 1861.	Total treated, 1861.	Remain'g sick Dec. 31, 1861.	Proportion of cases to number of persons on board of vessels.	Proportion of deaths to number of persons on board of vessels.	Percentage of deaths to number of cases treated.
RECEIVING SHIPS.										
Boston	499	1	406	398	.....	407	9	.....	.....	.....
New York	785	7	1,018	1,017	2	1,025	6	.....	.....	0.19
Philadelphia	218	.....	154	145	3	154	6	.....	.....	1.95
Baltimore	81	2	49	43	.....	51	8	.....	.....	.....
Norfolk	34	3	22	25	.....	25	.....	.....	.....	.....
Mare island	.....	1	33	34	.....	34	.....	.....	.....	.....
	1,617	14	1,681	1,662	5	1,696	29	1.04	0.31	0.29
Vessels in commission	12,932	262	17,276	16,796	113	17,538	629	1.35	0.87	0.64

* For first quarter; seized by the rebels April 20, 1861.
† No returns from this station; seized by the rebels January 12, 1861. Remaining from last year alone given.

RECAPITULATION.

	Remaining sick Dec. 31, 1860.	Admitted, 1861.	Discharg'd, 1861.	Died, 1861.	Total treated, 1861.	Remaining sick Dec. 31, 1861.	Percentage of deaths to whole number of cases treated.
Hospitals	148	1,437	1,304	53	1,585	228	3.34
Navy yards	30	2,312	2,280	7	2,342	55	0.30
Receiving ships	14	1,682	1,662	5	1,696	29	0.29
Vessels in commission at sea	262	17,276	16,796	113	17,538	629	0.64
	454	22,707	22,042	178	23,161	941	0.79

The following casualties are reported to this office as having occurred on shipboard since the commencement of hostilities, the lists, however, are still very far from complete. Upwards of one hundrd persons were killed or severely wounded by the explosion of the steamer Mound City, in White river, Arkansas, in June last, of which but imperfect reports have been received:

GENERAL.

North Atlantic squadron	23 killed	19 wounded.
South Atlantic squadron	15 killed	9 wounded.
Eastern Gulf squadron	6 killed	5 wounded.
Western Gulf squadron	66 killed	196 wounded.
Potomac flotilla	2 killed	4 wounded.
Mississippi	4 killed	1 wounded.
Making	116 killed	234 wounded.

Of these, 96 are reported slightly and 43 severely wounded; 95 not defined.

SPECIAL.

At Forts St. Philip and Jackson and New Orleans, 38 killed, 159 wounded; at Hilton Head, 8 killed, 23 wounded, 6 seriously, 17 slightly.

In the sounds of North Carolina, 8 were killed and 17 wounded.

In the James river flotilla, at the attack on Fort Darling, 13 were killed and 12 wounded.

In the cutting out of the Judith, at Pensacola, 3 were killed and 12 wounded.

In the attack upon the Congress and Cumberland by the Merrimack, in March last, 120 are missing from the former, supposed to be killed or drowned, and 121 from the latter. On board the Minnesota, 3 were killed and 16 wounded, in her encounter with the Merrimack; and 3 were killed and 1 wounded by explosion on board the steamer Whitehall at the same time.

At the close of the year 1860 there remained under treatment 454 cases; during the year 1861 there occurred 22,707 cases of disease, injury, &c., making a total of 23,161 cases treated during the year; of which number 178 died, 22,042 were returned to duty or discharged the service; leaving 941 cases under treatment at the end of the year 1861.

The average strength of the navy, (officers, seamen, marines, and engineer corps included,) was about 20,000, as nearly as can be ascertained. The proportion of cases admitted to the whole number of persons in the service was about 1.13, or each person was on the sick list $1\frac{13}{100}$ times during the year. The proportion of deaths to the whole number in the service was 0.89; and the percentage of deaths to the whole number of cases treated was 0.77, or one death in about 130 cases.

HOSTITAL FUND.

The condition of this fund is represented as follows:

Balance remaining on hand June 30, 1861	$134,302 95
Transfers to the fund by Fourth Auditor in settlement of accounts, &c., during the year ending June 30, 1862	37,886 55
Transfers to the fund on account of supplies by the naval laboratory to vessels and navy yards during the year ending June 30, 1862	54,163 59
Total amount of fund for the year ending June 30, 1862	226,353 09
Expended during the year ending June 30, 1862	85,038 07
Balance on hand June 30, 1862	141,315 02

Naval hospitals are supported exclusively from this fund, which is maintained by a monthly deduction of twenty cents from the pay of officers, seamen, and marines, by the transfer of pensions of such persons as commute pensions for support in the naval asylum, and the cost price of the rations of sick subsisted in hospitals.

The expense per week of the hospital patients for the year ending June 30, 1861, has been $2 03 under all the heads coming under the cognizance of this bureau.

NAVAL LABORATORY.

The operations of the laboratory have kept pace with the general expansion of the navy; devolving an amount of labor upon its officers and employés, which attracts but little notice from the quiet and cheerful manner in which a vast increase of work has been performed.

Most of the 386 vessels now constituting the navy have drawn all their supplies from this source; while constant shipments are made by the regular steamers to keep up a stock of needful articles on board all our vessels engaged in the blockade, or on other duty along the coast and in the Gulf of Mexico. Navy yards, hospitals, and receiving ships are also supplied with everything pertaining to medical and surgical equipment. The usual inspection of various articles offered under contract to the different departments of the navy has also been performed.

But two officers and four men are employed in the establishment; and I venture to say that in hardly any other branch of the service is the same amount of varied work done by the same limited number of persons. It is to be understood that they not only prepare properly and ship medical and hospital stores to all points, but they manufacture most of the articles constituting our supplies. The mere clerical labor of the laboratory is quite sufficient to occupy the whole time of one person.

Amount purchased for laboratory for the year ending June 30, 1862	$56,448 48
Value of issues from laboratory	56,909 14
Stock on hand, machinery, appliances, &c., June 30, 1862	30,952 96

INSANE OF THE NAVY.

On September 30, 1861, four officers, one marine, and eight seamen remained under treatment in the government hospital for the insane near this city. During the year ending September 30, 1862, one officer, four marines, eight seamen, one

fireman, and one coal-heaver were admitted; one officer, one marine, and six seamen were discharged; three seamen died; one fireman and one coal-heaver deserted; leaving in the hospital September 30, 1862, four officers, four marines, and seven seamen.

NAVAL HOSPITALS.

The naval hospitals at Chelsea, New York, and Philadelphia, since the commencement of the war, have been filled to their utmost capacity, and we have been forced to seek additional accommodation for our sick and wounded in the marine hospital at Chelsea, Massachusetts, by the erection of a temporary building at New York, and by the partial occupation of the new marine barracks at the same station.

The privilege courteously granted hitherto by the Interior Department, to occupy a portion of the Insane Asylum, near this city, is still continued.

The naval appropriation bill, approved July 14, 1862, made provision for the erection of a hospital upon Seavey's island, adjacent to the navy yard, Portsmouth, New Hampshire, where a proper and convenient building for sick has been much required. The appropriation was unfortunately embarrassed by some conditions for the purchase of land on Seavey's island, which has rendered it unavailable, so that another year may elapse before the much-needed hospital can be put in operation, unless the site of the hospital be left to the discretion of the department, and the subject be dissevered from all propositions for the purchase of property.

It is believed the site where the present sick quarters have stood for very many years would answer as well as any other that could be selected, while certainly no more danger or inconvenience is to be apprehended from a new and good edifice than has resulted from the present defective and dilapidated house.

The estimate submitted last year was for $20,000, while the appropriation bill allotted but $10,000—a sum wholly inadequate to the object, and calculated, by its insufficiency, to lead to further delay.

I beg leave to recommend an appropriation of $20,000 for the erection of a hospital building at Portsmouth, New Hampshire, to be located wherever the department may consider most advantageous in every respect, and that, to insure as prompt execution of the work as the necessities of the navy require, the appropriation, if made, be rendered independent of any propositions to sell land.

A building has recently been procured at Mound City, Illinois, for the reception of sick and wounded of the Mississippi squadron hitherto admitted to an army hospital at that place. It will probably afford space for two hundred and fifty (250) patients, and, with other arrangements in the squadron, our sick and wounded in that quarter will be properly cared for.

The hospital at Portsmouth, Virginia, has recently been reoccupied by the navy, and contains, at this time, some two hundred and fifty sick and wounded from the vessels in James river, Hampton roads, and coast of North Carolina.

No contracts have been made by the bureau during the year.

Very respectfully, your most obedient servant,

W. WHELAN,
Chief of Bureau.

Hon. GIDEON WELLES,
Secretary of the Navy.

MARINE CORPS.

HEADQUARTERS MARINE CORPS,
Washington, November 13, 1862.

SIR: I have the honor to report that I have recently inspected the post at Porstmouth, New Hampshire, and the intermediate posts between there and here.

At Portsmouth the barracks are so small that, agreeably to the enclosed copy of a letter from Dr. Delany, they are not capable of accommodating comfortably fifty men, and we frequently, as at this time, have more than double this number on that station, in consequence of the arrival and departure of sea-going vessels. I also enclose a copy of a letter from Lieutenant Colonel Marston, and a report and estimate from the civil engineer of the yard, and respectfully ask for an appropriation accordingly.

At Boston the barracks have recently been rebuilt, and with some slight alterations, which can be paid for from the appropriation for repair of barracks, they will be in good condition.

At New York the parade ground is not yet completed, and there are some slight alterations required to drains and sewers which can also be paid for from the fund for repairs, &c.

At Philadelphia the barracks are very old, and ought to be rebuilt, but I do not recommend it at this time.

At headquarters an estimate was sent to the department a short time since for new vaults for the men, and for sewerage and draining the barracks, which is very necessary, and I trust will be provided for according to the estimate, which is $9,050.

All the means at our disposal have been used to induce men to enlist, but without the desired effect. The corps is now six hundred men short of our complement, as will be shown by the accompanying general return. Our bounty is so small compared with that of the regular army and State volunteers that I fear our numbers will rather diminish than increase.

The establishing new posts at Cairo, Illinois, and at Mare island, California, has been a heavy draft upon us, and left our numbers at the different posts so small that the good of the service requires an increase of 500 men, with a proportionate number of officers. In proof of the necessity of this increase, nearly all the naval officers in command of vessels are making application to increase the strength of the guard of their respective vessels.

The instruction imparted to the new appointments in the corps to prepare them for active duty, and the proficiency they have made is creditable; and, I am happy to add, the discipline of the corps is good.

I also respectfully request that the corps which I have the honor to command be advanced in proportion to other branches of the service, and, in accordance with the general opinion, the head be made a brigadier general. This I do with the conviction that it is for the good of the service, and with less hesitation, as it is not probable, in the course of human events, the benefit can rest upon me but for a short time.

I am, very respectfully, your obedient servant,

JNO. HARRIS,
Colonel Commanding.

Hon. GIDEON WELLES,
Secretary of the Navy.

REPORT

OF

THE SECRETARY OF WAR

WAR DEPARTMENT, *December* 1, 1862.

SIR: That portion of the United States which is now, or has been during the last year, the scene of military operations, is comprised within ten military departments. The armies operating in these departments, according to recent official returns, constitute a force of (775,336) seven hundred and seventy-five thousand three hundred and thirty-six officers and privates, fully armed and equipped. Since the date of the returns, this number has been increased to over eight hundred thousand men. When the quotas are filled up, the force will number a million of men, and the estimates for next year are based upon that number.

The middle department, comprising the States of Pennsylvania, Maryland, New Jersey, and Delaware, and the department of Virginia have been the scene of important military operations, concerning which detailed reports have not been made by the commanding generals to this department. Your knowledge of the character and result of these operations dispenses with the necessity for any review until the final reports are made. The preliminary reports of Major General McClellan of the battles before Richmond, and of the battles of Antietam and South Mountain, and the report of the general-in-chief, are submitted. The communications between this department and the respective commanders were prepared under a resolution of the Senate at the last session, and will be transmitted to Congress whenever you shall be pleased to give your sanction.

The report of General Halleck, the general-in-chief, exhibits the operations in these departments since the 23d of July, the date at which, under your order, he assumed command of all the armies of the United States. If the campaigns of the armies in these departments have not equalled in their results the expectations of the government and the public hope, still they have not been unproductive of good result. The valor of our troops has been displayed upon many occasions, and the skill and gallantry of their officers have been distinguished at Yorktown, Williamsburg, Fair Oaks, Gaines's Mill, Malvern Hill, Cross Keys, Cedar Mountain, Chantilly, and other places, enumerated in the reports herewith submitted. The invading army which recently threatened the capital and the borders of Maryland and Pennsylvania has been driven back beyond the Rap-

pahannock; Norfolk, captured by Major General Wool, is in our possion; Suffolk and Yorktown are held; a strong army corps, under its vigilant and efficient commander, Major General Dix, at Fortress Monroe, threatens and harasses the enemy; and, what is especially gratifying, it has been proved that the loyalty of the State of Maryland cannot be shaken even by the presence of a rebel army.

The official reports received at this department show that the military operations in the west, during the past year, have been both active and successful. The beginning of last winter found the rebel armies of Price and McCullough in possession of all the northwestern portion of Missouri, while many of the counties north of the Missouri river were in a state of insurrection. Our forces were concentrated at Rolla and Sedalia. As soon as the rebels could be driven from the northern counties and our armies reorganized, active operations were commenced, notwithstanding the inclemency of the season and the bad condition of the roads. On the 18th of December a considerable number of the enemy were cut off and captured at Milford, while on their way to join Price on the Osage river. The forces at Rolla, under General Curtis, moved toward Springfield, which compelled Price to fall back into Arkansas, where he was joined by Van Dorn. A severe battle was fought at Pea Ridge, Arkansas, on the 6th, 7th and 8th of March, between the combined armies of the enemy and General Curtis's force, in which the latter gained a complete and decisive victory.

The gunboats, under Flag-Officer Foote, and the troops at Cairo, under General Grant, moved up the Tennessee river for the reduction of Forts Henry and Donelson. While Grant's troops were marching to surround the former place, it was attacked by the gunboats, and reduced on the 6th of February, after a short but severe engagement. General Grant then marched across the peninsula and attacked Fort Donelson. After several days' hard fighting, that place also capitulated on the 16th, with its armament and garrison, except a small force which crossed the Cumberland in the night and effected their escape. This victory caused the immediate evacuation of Bowling Green and Nashville, and, soon after, of Columbus and the greater part of Middle Tennessee.

While Grant and Buell were concentrating their armies on the Tennessee river, near the head of navigation and great lines of railroad communication, General Pope moved down the west bank of the Mississippi, captured New Madrid, and, crossing the river below the enemy's batteries on and near Island No. 10, compelled the garrison to capitulate on the 7th and 8th of April.

General Grant had crossed the Tennessee and taken position at Pittsburg Landing, in anticipation of the arrival of Buell. The enemy advanced from Corinth and attacked Grant on the morning of the 6th of April. A severe battle ensued, which continued till dark—the left of our line being driven back nearly to the river. A portion of Buell's forces arrived in the afternoon and during the night, and the battle was renewed at daylight on the morning of the 7th. The

enemy was driven back at every point, and, in the afternoon, fled from the field, leaving their dead and many of their wounded in our hands.

Finding that the armies of Price and Van Dorn had been withdrawn from Arkansas to Corinth, and all the available troops of the southwest concentrated at that place, orders were sent for General Pope and a part of General Curtis's troops to re-enforce our army on the Tennessee. The latter had long and difficult marches to make, and did not reach their destination till the latter part of May. As the enemy's position at Corinth was strongly fortified and very difficult of attack at that season of the year, on account of the deep marshes by which it was surrounded, General Halleck, while awaiting the arrival of re-enforcements from Missouri, approached the front by means of trenches, and movable forces were sent out to cut the railroads on the flanks. By the 29th of May three of the four railroads running from Corinth had been destroyed, and heavy batteries established within breaching distance of the enemy's works, ready to open their fire next morning. The enemy evacuated the place in the night, destroying the bridges and breaking up the roads in his rear. As all the streams were bordered by deep and impassable marshes, the enemy could not be pursued without rebuilding the bridges and reopening the roads. The corps of Buell and Pope followed the enemy about fifty miles into the swamps of Mississippi, capturing a considerable number of stragglers and deserters, when the want of supplies compelled them to discontinue the pursuit. The reduction of Corinth caused the immediate evacuation of Forts Pillow and Randolph, and the city of Memphis. The flotilla and ram-fleet attacked and destroyed the enemy's gunboats, opening the Mississipp river to Vicksburg.

Meanwhile General Curtis, with the remainder of his army, marched through the northeast part of Arkansas, and after several successful engagements reached Helena, where he established a depot of supplies for future operations.

General Buell had, during the autumn of 1861, collected a large force at Louisville and in other parts of Kentucky. While his main army advanced towards Bowling Green, General Thomas's command was pushed forward to the Upper Cumberland. On the 19th of January he encountered the forces of Zollicoffer, and, after a severe battle at Mill Springs, defeated and utterly routed them. On the evacuation of Bowling Green and Nashville, General Buell's army pursued the enemy to Murfreesboro' and Columbia, and from the latter place the main body was marched to Savannah and Pittsburg Landing.

The great mass of the enemy's forces in the southwest being at this time concentrated in the vicinity of Corinth, the division of General Mitchell advanced to Decatur, in Alabama, and afterwards occupied most of the country in the direction of Chattanooga. The column of General G. W. Morgan, after several engagements with the enemy, in the vicinity of Cumberland Gap, took possession of that important place. The later operations in the west are described in the report of the general-in-chief.

Four military departments are now organized in the territory where these operations were carried on, viz: the departments of the Ohio, of the Missouri, of the Tennessee, and of the Cumberland, and their present military condition will hereafter be noticed.

In the department of North Carolina the successful expedition of Major General Burnside, by the occupation of Roanoke Island, Newbern, and the reduction of Fort Macon, struck a heavy blow; and under a military governor, the honorable Edward Stanley, the protection of the laws has been extended to the loyal inhabitants of that State, and facility afforded for organizing a civil government and casting off the rebel yoke.

In the department of the south active operations have been for a time suspended by the presence of yellow fever and by the death of Major General Mitchell, the late gallant commander of that department. A premature attack upon Charleston, against the orders of the then commanding general, resulted in the failure that was apprehended by him. The capture of Fort Pulaski, by Major General Hunter, has effectually closed the port of Savannah, and the government securely holds Hilton Head and Beaufort. The enemy was forced to abandon the siege of Fort Pickens, and other portions of Florida are in our occupation. A recent expedition along the coast was attended with success, detailed in the report of the general-in-chief.

In the department of the Gulf the operations of Major General Butler have been distinguished by great energy and ability. The occupation of New Orleans and the control of the mouth of the Mississippi have been among the most brilliant and important results of the war. The period is believed to be not far distant when all the rebel forces will be driven from the banks of the Mississippi, and the navigation of that river rendered secure.

The recent operations in the department of the Missouri are detailed in the report of the general-in-chief. The State of Missouri is believed to be secure against any aggression by the enemy, and in the State of Arkansas the dispersion of the rebel forces will enable the military governor of that State to take proper measures for the restoration of the civil authority of the United States within its borders.

The department of the northwest, embracing the States of Iowa, Minnesota, Wisconsin, and the Territory of Dakota, was organized for the emergency occasioned by an Indian outbreak, and placed under command of Major General John Pope. The Indian hostilities have been suppressed, and further trouble from that source is not apprehended. Such force as may be deemed requisite by the military authorities will be held in readiness for any sudden necessity. The Indian hostilities in Minnesota, by whomsoever instigated, seem to have been accompanied with more than usual cruelty and outrage. Heavy losses in property are said to have been endured by the inhabitants, and application has been made to this department for compensation. As it has no funds applicable to that purpose, nor authority to assess the damages, the subject will require congressional action. Three hundred captured Indians have been tried by court-martial, and their sentence of death is now under your consideration.

The rebels under Sibley were driven from the department of New Mexico by General Canby, and the force in that department, now under command of General Carleton, will be able to protect the inhabitants of that remote Territory.

The department of the Pacific has been free from any of the calamities occasioned by the rebellion; but an earnest and deep sympathy has been manifested by the loyal citizens of the Pacific States in support of the Union cause. Volunteers have come forward to fill the ranks of the army, and, with unparalleled liberality, large sums of money have been transmitted by humane and loyal citizens of California for the relief of our sick and wounded soldiers. The patriotic loyalty of our brethren on the Pacific, thus humanely exhibited, evinces their estimate of the value of the Union, and their willingness to share the burden of maintaining it from sea to sea.

In the department of the Ohio the invasion of Kentucky by General Bragg, the terrible battle of Perrysville, and the escape of Bragg's army, were events that pressed heavily upon the government, and moved deeply the hearts of the people, especially in the western States. These events are about to undergo investigation, and when the causes to which they are attributable are judicially ascertained they will be laid before you for your action. Recent events prove that whatever hold the spirit of rebellion may once have had in Kentucky it is now to be reckoned as a State loyal and steadfast to the Union.

The department of the Tennessee is now under command of Major General Grant. The principal operations in that department have already been alluded to, and are detailed in the report of the general-in-chief. Their importance cannot be over-estimated. The occupation of Memphis—next to New Orleans, the principal mart on the Mississippi—and the wise and vigorous measures of Major General Sherman, commanding there, have opened a market for cotton and other southern products, the beneficial effects of which are already felt in the reviving commerce of the country.

The department of the Cumberland, embracing that portion of the State of Tennessee east of the Tennessee river and the Cumberland Gap, was placed, upon the removal of General Buel, in command of Major General Rosecrans. Having a well disciplined and gallant army under his command, a proper degree of diligence and activity cannot fail to exercise an important influence upon the speedy termination of the war.

From a survey of the whole field of operations, it is apparent that whatever disasters our arms may have suffered at particular points, a great advance has nevertheless been made since the commencement of the war. When it began the enemy were in possession of Norfolk and every port of the southern coast. They held the Mississippi, from Cairo to New Orleans. Now the blockaded ports of Charleston and Mobile only remain to them on the seaboard, and New Orleans and Memphis have been wrested from them. Their possession of Vicksburg obstructs the Mississippi, but it is to them of no commercial use. Their strongholds on the Tennessee and Cum-

berland rivers have been captured. General Andrew Johnson, as military governor of Tennessee, holds Nashville. The enemy have been driven from Kentucky, West Tennessee, Missouri, part of Arkansas; are fleeing before Grant in Mississippi, and all their hopes of Maryland are cut off. In commercial, political, and strategical points of view, more success has attended the Union cause than was ever witnessed upon so large a theatre in the same brief period against so formidable an enemy.

The Union forces are now in the field under able commanders, stronger than ever, resolute, and eager to be led against the enemy, and to crush the rebellion by a vigorous winter campaign. The armies of the Potomac and of the west stand ready to vie with each other in quickest and heaviest blows against the enemy. Taught by experience the ruin of inaction and the hazard of delay, a spirit of earnest activity seems to pervade the forces of the United States beyond what has hitherto been exhibited. In the numerous battles and engagements that have occurred, our armies in general displayed the courage and determination that should inspire officers and soldiers fighting in defence of their government. Many gallant lives have been lost, and many brave and distinguished officers have fallen. For the dead deep sorrow is felt by the government and people of the United States. A detailed report of those who have fallen in battle, or have distinguished themselves in the field, will be presented to you as soon as all the necessary official reports can be obtained. Some promotions in reward of gallant service have already been made from the ranks, and to high command; others have been delayed for want of the reports of subordinate commanders, in order that promotion may be governed, not by partiality or prejudice, but upon due consideration of relative merit. By a resolution of Congress passed at the last session, the President was authorized to distribute two thousand medals to private soldiers of distinguished merit. From different specimens a selection has been made, and the medals are to be ready in January for distribution.

The reports of the adjutant general, quartermaster general, commissary general, chief of ordnance, chief of engineers, chief of topographical engineers, paymaster general, and surgeon general, herewith submitted, show the operations of the respective bureaus of this department during the past year. Some of them contain details and information which, for obvious reasons, ought not to be placed, by publication at present, within the reach of the enemy. Whatever details relating to the public security, contained in these reports and not herein stated, which may be required for the information of Congress or congressional committees, will be furnished under your direction.

The adjutant general's office is charged, among other important duties, with the business relating to enlistments, recruiting, and drafting militia. Under your calls of July and August there are already in the field over four hundred and twenty thousand new troops, of which three hundred and ninety-nine thousand (399,000) are volunteers, three hundred and thirty-two thousand (332,000) of

whom have volunteered for three years or during the war. It will be remembered that the call was made at one of those periods of despondency which occur in every national struggle. A chief hope of those who set the rebellion on foot was for aid and comfort from disloyal sympathizers in the northern States, whose efforts were relied upon to divide and distract the people of the north, and prevent them from putting forth their whole strength to preserve the national existence. The call for volunteers and a draft of the militia afforded an occasion for disloyal persons to accomplish their evil purpose by discouraging enlistments, and encouraging opposition to the war and the draft of soldiers to carry it on.

Anxiety was felt in some States at the probable success of these disloyal practices, and the government was urged to adopt measures of protection by temporary restraint of those engaged in these hostile acts. To that end provost marshals were appointed in some of the States, upon the nomination of their governors, to act under the direction of the State executive, and the writ of *habeas corpus* was suspended by your order. By the order of the department arrests were forbidden unless authorized by the State executive or by the judge advocate. Some instances of unauthorized arrests have occurred, but when brought to the notice of the department the parties have been immediately discharged. By a recent order, all persons arrested for discouraging enlistments or for disloyal practices, in States where the quotas of volunteers and militia are filled up, have been released. Other persons, arrested by military commanders and sent from departments where their presence was deemed dangerous to the public safety, have been discharged upon parole to be of good behavior and do no act of hostility against the government of the United States. While military arrests of disloyal persons form the subject of complaint in some States, the discharge of such persons is complained of in other States. It has been the aim of the department to avoid any encroachment upon individual rights, as far as might be consistent with public safety and the preservation of the government. But reflecting minds will perceive that no greater encouragement can be given to the enemy, no more dangerous act of hostility can be perpetrated in this war, than efforts to prevent recruiting and enlistments for the armies, upon whose strength national existence depends. The expectations of the rebel leaders and their sympathizers in loyal States that the call for volunteers would not be answered, and that the draft could not be enforced, have failed, and nothing is left but to clamor at the means by which their hopes were frustrated, and to strive to disarm the government in future, if, in the chances of war, another occasion for increasing the military force should arise.

Beside aiding State authorities respecting the draft and enlistments, another important duty is assigned to the provost marshals. The army returns and the report of the general-in-chief show that a large number of officers and enlisted soldiers, who are drawing pay and rations, are improperly absent from their posts. The pursuit of such persons and their compulsory return to duty is a necessary function of a provost marshal, and such number only as may be required

for that purpose will be retained in the service. The pay and bounty allowed by act of Congress to recruits have afforded strong temptation to practice fraud upon the government by false returns on muster-rolls and false charges for subsistence. Diligent efforts are being made for the detection of all such practices, and to bring the guilty parties—some of whom have held respectable stations in society—before a proper civil or military tribunal as soon as the necessary preliminary investigations by the judge advocate can be completed. The same course is being pursued in respect to fraudulent contractors and disbursing officers.

The expenditure for enlistments, recruiting, drilling, and subsistence of volunteers, regulars, and militia, amounts to the sum of twenty millions six hundred and ninety-two thousand two hundred and eighty-two dollars and ninety-nine cents, ($20,692,282 99.)

In some States the whole quota of volunteers and militia called for was entirely filled up by volunteers, without draft. In some the whole number of volunteers was raised, and a part of the militia. Other States are deficient in volunteers and have not yet made their draft, but have taken measures for that purpose. Illinois and Iowa have furnished more volunteers than their quota under both calls. The general acquiescence of all the loyal States in the measures deemed necessary to strengthen the armies and prosecute the war, at every hazard, to final success, proves the fidelity of the people to their government, and their determination to maintain its unity and uphold its authority over the whole territory of the United States. Wherever any forcible opposition to the draft has appeared it was confined to narrow limits, and was suppressed by the action of the State authorities, through the provost marshal, without the intervention of any armed force of the general government.

The advantage of filling up the old regiments is shown by many considerations. Various expedients have been adopted to accomplish that object. The official returns show that since the call for volunteers forty-nine thousand nine hundred and ninety (49,990) recruits have been added to the old regiments. By the aid of some legislation, it is hoped that this important object may be effectually attained.

The adjutant general's office has also had charge of the exchange of prisoners. In the month of July a cartel of exchange was arranged by General John A. Dix, on the part of the United States, and General Hill, of the rebel army, under which large numbers of prisoners of war have been exchanged. There still remain some parolled prisoners belonging to the United States army, whose exchange will be effected at the earliest opportunity.

Experience has shown that serious defects exist in the militia law, which should be promptly remedied, and that the laws in relation to volunteers also need amendment. The views of the department on these subjects will be communicated to the appropriate committees of Congress. The patriotic zeal and efficient aid cordially rendered by the respective governors of the loyal States in the laborious and complicated duties pertaining to raising the volunteers and making the draft are thankfully acknowledged by this department.

One of the principal bureaus of this department, in respect to the amount of expenditure and the magnitude of operations, as well as their influence upon military movements, is that of the quartermaster-general. His able and elaborate report will be found worthy of your special observation. It presents a general statement of the operations of the department under his charge during the fiscal year. The clothing and equipage of the army; all that relates to its shelter in camp, in barracks, or on the march; the organization, equipment, and care of the baggage and supply trains; the purchase and charter of transports; the transportation of troops and supplies of all kinds; the repair and reconstruction of bridges, railroads, and common roads; the supply of forage for the army, of horses for the cavalry and artillery, of harness, except for the cavalry and artillery, of wagons, ambulances, hospital transport carts, and all the vehicles of the trains, except artillery carriages and caissons; the supply of labor other than that of troops; the payment of soldiers on extra duty; the erection of barracks, hospitals, and stables; the supply of tents; the care of refugees and prisoners; and generally all the expenses attending the operations and movements of an army not specifically assigned to some other department, fall within the duties of the quartermaster's department. The extent of the issues of some of the most important materials of war are set forth in tables attached to the report. A full statement of the expenditures of the fiscal year is given, and it will be seen that, while the army is reported to have been successfully and promptly furnished with all the supplies which it is the duty of the quartermaster's department to provide, the department has not had at its command facilities for completing, as promptly as the interest of the government and of the officer, requires the examination of the voluminous accounts of its disbursing agents.

The magnitude of the operations for the supply of the army are set forth in the report, with remarks upon the means of reducing expenditures, and providing for a more speedy settlement of accounts, and a more strict accountability for public money and property.

It will be seen that the quartermaster's department, upon which, under the law of 17th July, providing for the employment of colored persons, the charge of such persons is chiefly imposed, has not found itself burdened with their care, but that it has, on the contrary, derived valuable aid from their labor, and, in a considerable portion of its field of operations, has thus far suffered from a scant rather than from too great a supply of such labor. In Louisiana, where at one time there were apprehensions of embarrassment from the number of refugees, the reserve of a tract of rich land along the railroad to Berwick's bay opens up a territory in which many thousands can be profitably employed, if placed under proper regulation and control. At Port Royal such persons have been extensively employed in the work of the quartermaster's department, and in cultivating some thousands of acres of the sea islands of the coast, the products of which are used in the support of themselves and families. In the operations of the army on the James river and upon the Potomac, in the fortifications of Washington, and as laborers, teamsters,

ostlers, in landing and shipping stores, they have been of great service; and the demand for their labor has exceeded the supply available.

The successful movement of the various expeditions by sea, the transportation of such large bodies of troops, and their regular supply at distant points of the coast, afford striking proofs of the greatness of the military resources of the nation. These movements have been upon a scale of great magnitude. The collection of the vast armies which have been raised, and their transport to the field of operations in so brief a period, would not have been possible but for the extent of our system of steam transport by railroad, river, and sea.

It has not been found necessary to exercise within the loyal States the power conferred upon the President by law, to take actual military possession of the railroads of the country. The various companies met in convention in this city, united in proposing a uniform tariff for government transportation, which appears to be just and equitable, and they have performed all the services required of them by the department with a promptness, efficiency, and cheerfulness which do honor to the patriotism of their managers.

Upon the railroads within the sphere of active hostilities the war has borne with crushing severity. Some—as the Baltimore and Ohio railroad, the Louisville and Nashville railroad, and the Missouri railroads—have with great energy repaired their bridges, restored their tracks and replaced their rolling stock at their own expense. Others, abandoned by their disloyal owners and managers, have been taken possession of, and repaired, stocked, and managed by the quartermaster's department. These works have involved great expenditures; but they were indispensable to the supply of the army, and less costly than the preparation, if that had been possible, of any other sufficient means of transportation.

The quartermaster's department constructed, during the fiscal year, a fleet of iron-clad gunboats and of steam rams, which was officered and manned by the Navy Department and the War Department conjointly, and which has proved most efficient as an aid in the military operations which restored to the government the control over the greater part of the western rivers. Under the law of 16th July last the gunboat fleet has been entirely transferred to the Navy Department. The fleet of steam rams still remains in charge of this department.

Your attention is invited to the increase of the force in the engineer, ordnance, and quartermaster's departments, proposed by a bill which passed the House of Representatives on the 9th of July last, and which is among the unfinished business of the last session. It is believed that, if it becomes a law, the efficiency and usefulness of these several important departments of the army will be increased. The necessity of providing more room for the records and examining officers of the quartermaster's bureau, by the extension of Winder's building, is also respectfully suggested to your attention.

The commissary of subsistence reports that the armies throughout our extensive territory have been supplied with good and wholesome subsistence—generally by advertisement for bids in the cities of Boston,

New York, Philadelphia, Cincinnati, Louisville, Baltimore, St. Louis, and San Francisco. Fresh beef has generally been supplied to our armies in the field on the hoof, and in larger proportion of the ration to marching columns, to lessen, as far as possible, the quantity of transportation required. The troops on the coast of the Carolinas and at the Gulf posts, including New Orleans, have received their fresh beef by shipment from New York; it is hoped that during the coming year it may be procured from Texas.

In addition to the troops, subsistence has been furnished to all political prisoners and prisoners of war, to a large number of contrabands, and to the suffering Union inhabitants found in the march of our armies in the Confederate States. In a late report of the general-in-chief to this department, it is said that no armies of the world are so well supplied as the armies of the United States.

The ordnance bureau, as appears from the report of its chief, has displayed a vigor and activity unsurpassed by any other department. Notwithstanding the extraordinary demand occasioned by the new levies and enormous loss of arms by the casualties of war, and, in some instances, by the misconduct of officers and men, this bureau has supplied every call, and has been able to arm over four hundred thousand new troops suddenly called into the field. The first class of arms has been apportioned among the troops of the respective States, and just equality of distribution has been the rule of the department. A great diversity of opinion prevails in respect to arms, and often with little reason. The department has aimed, as far as possible, to gratify the choice of every one, and, where that could not be done, the troops have in general readily acquiesced in the necessity of the case, relying on the department for exchange when it should be able to make one. You will perceive, by the report as to the production of our armories, that the time is not far distant when the government will be able to place, from its own manufactories, the best arm in the hands of every soldier. The report also shows what provision has been made for supplies of gunpowder, saltpetre, materials, and munitions of war of every description.

Every means the country affords has been put forth to complete the armaments of our forts and fortifications for the defence of harbors and coasts, as is shown by the report of this bureau. These details are, for obvious reasons, not now stated, and the legislation required by this branch of the service will, by your direction, be communicated to the appropriate committees.

In general terms, it may be stated that the issues by the ordnance department include 1,926 field and siege, and 1,206 fortification cannon; 7,294 gun-carriages, caissons, mortar-beds, travelling forges, and battery wagons; 1,276,686 small arms; 987,291 sets of equipments and accoutrements; and 213,991,127 rounds of ammunition for artillery and small arms—still leaving large supplies of ordnance stores at the arsenals and depots. The breaking out of the rebellion found us with insufficient supplies for the forces thereby rendered necessary, and without the means of their immediate procurement from our public arsenals and the private manufactories fitted and

ready for such work. The policy of the department to procure all such supplies of home manufacture could not be rigidly followed, and recourse was had to purchases and importations from abroad, in order to meet pressing requirements. The vast demand suddenly springing up, without any immediate increase of the supply, led to speculations and exorbitant prices. On a report from the ordnance bureau in respect to outstanding contracts for arms, I appointed a commission to investigate these matters, and their report is herewith submitted. The measures which have been adopted to procure such supplies, by increasing the capacity of our public arsenals and developing the private sources of home manufacture, will soon enable this department to obtain supplies of this description, independently of importations from abroad, and at fair and reasonable rates.

The subject of arming the fortifications, particularly those defending the harbors of our principal Atlantic ports, has received special attention, and all the means at the disposal of the department have been applied to that end, so far as was possible and consistent with meeting other imperative requirements. In consequence of the introduction into naval warfare of iron-clad vessels, comparatively safe from the effects of such batteries as had hitherto been sufficient to guard effectually against the passage of hostile vessels, it became necessary to provide heavier and more powerful ordnance. The whole system of such armament was carefully revised and amended by a board of the most experienced and competent officers, and measures have been taken to carry their recommendations into effect.

I desire to call special attention to the necessity of providing additional means for the storage and preservation of ordnance supplies, as recommended in the report of the chief of ordnance. When it is considered that we have now no more facilities for this purpose than when our military organization included an army of not over eighteen thousand men, the absolute necessity of a far more ample provision of such facilities will be manifest. The plan for this purpose, as stated in the report from the ordnance bureau, is believed to be the best that can be devised, and by no means too extensive in its provisions to meet our absolute wants, now and for the future; and I commend it for favorable consideration, and for such legislation as may be necessary. I concur also with the chief of ordnance in his remarks relative to the onerous duties, considering its present limited number of officers, which have devolved upon that branch of the service, and to the industry, zeal, and fidelity with which those duties have been discharged. They are deserving of the measures suggested for their recognition and reward.

An act of the last session of Congress provided for the establishment of armories at Columbus, Indianapolis, and Rock Island. By order of this department the selection of proper sites was intrusted to Brigadier General Buckingham, whose report, approved by the chief of ordnance, is herewith submitted. Measures to procure the needed State legislation and the approval of title will be promptly taken.

During the recess of Congress the necessities of the service re-

quired the old penitentiary of this District for the use of the arsenal, and, by your order, the convicts were removed to the State of New York, and the penitentiary buildings devoted to the purposes of the arsenal.

The attention of the department has been earnestly directed to the forts and fortifications for coast and harbor defence. A personal inspection of these important works has been made by General Totten, the distinguished chief of engineers. The grants made by Congress for fortifications at its last session amounted to $5,535,000 for permanent works, and $750,000 for temporary works. The chief of engineers reports that these sums admitted of very material progress being made at most of the important forts now in process of construction. This has been realized in a number of instances, and in all decided advancement has been effected. Great difficulties have been experienced in obtaining supplies of materials from the quarries, stone yards, &c., owing to the demands made by the war upon the classes usually employed in this kind of work. Similar trouble has been encountered in procuring transportation for materials.

Much has been done in advancing the state of readiness of our fortifications, in the principal commercial harbors, for service, in preparing for additional guns, in providing for the reception of armament of very large calibres in the existing batteries, and in placing all in effective condition for defence. Like measures have been observed with reference to naval stations and our frontiers generally.

A report by the board of visitors in respect to the condition of the Military Academy at West Point is submitted with the report of the chief of engineers.

The officers of the corps of topographical engineers, as appears by the report of its chief, have been almost exclusively on duty with armies in the field, engaged in surveys and reconnoissances connected with their movements; in the collection of topographical and statistical information; and in the construction of field works, batteries, intrenchments, block-houses, bridges, and other like duties.

The survey of the northern and northwestern lakes has been continued during the year—principally in the vicinity of Green bay and the Fox islands. The estimate for continuing the survey is $106,879 48, differing but little in amount from the last estimate.

The lake-harbor works are thirty-four in number. For want of appropriations by Congress, no work has been done at any of them during the present year, with the exception of the St. Clair lighthouse and beacon, and at Oswego harbor, New York.

The general estimate for the completion of each harbor work, founded upon previous inspections, will be found in Appendix No. 2 of the report of this bureau.

Claims for arrearages for harbors, rivers, roads, &c., amounting to $15,000, are found on the records of the bureau. The recommendation of the previous annual reports for an appropriation for their payment, on the approval of the War Department and adjustment by the treasury, is renewed.

The bridging and repairs of the military and emigrant wagon road

from Fort Walla Walla, on the Columbia river, to Fort Benton, on the Missouri, have been completed. The length of the road is 624 miles. The officer in charge of the work recommends that the sum of $70,000 be appropriated by Congress for the further improvement of the route.

It appears, from the report of the acting paymaster general, that during the fiscal year ending the thirtieth of June, 1862, the sum of $5,550,039 54 was paid to the regular troops; that $91,116,610 61 were paid to volunteers; and that $38,597,819 07 have been paid since the thirtieth of June, 1862. The report states that nearly all the regiments were paid to the 30th of June, many to the 31st of August; that some delay in payment has been occasioned by want of funds, but it is believed that all will soon be paid.

By the death of Colonel Larned a vacancy was occasioned in the office of chief of this bureau, which, under the existing law, can only be filled by regular promotion from the corps. In my opinion, the good of the service requires a wider range of selection for this most important office. The vacancy has not yet been filled, in order that. by a change of the law, the volunteer and regular services may be open to selection of such person as you may deem most competent for the duty.

The surgeon general's report affords information in respect to the sanitary condition of the army. It also shows an expenditure of the whole appropriations of that department, amounting to two millions four hundred and forty-five thousand eight hundred and ninety-four dollars and eighty-nine cents, ($2,445,894 89.) The number of general hospitals is one hundred and fifty-one; the number of patients in them fifty-eight thousand one hundred and seventy-five. The whole number under medical treatment is stated to be not short of ninety thousand.

The surgeon general represents that, during the past year, there have been no epidemics in the army of any severity; that the diseases which affect men in camps have been kept at a low minimum; that scurvy has been almost entirely prevented; and that there have been but few victims of yellow fever.

This bureau required enlargement and reorganization in many particulars, and some improvements have been made. Others are suggested which merit careful consideration.

The operations of the surgical department have been aided by humane and benevolent associations. The horrors of battle have been assuaged by ministers of mercy; and it is worthy to be recorded of the medical profession that their services have been voluntarily and gratuitously offered on every occasion. Relief associations in every State have done much to comfort and assist the sick and wounded in camps and hospitals, and their vigilant superintendence has perhaps operated to check the negligence, abuse, and fraud that too often prevail, even in such institutions. Religious congregations and societies have also tendered to the government their church buildings for hospitals, while their pastors have ministered to the patients. These matters are proper to be brought to your notice, because, while war stimulates every evil passion, the virtues developed in this great

struggle to maintain our national existence should not pass unnoticed.

The report of Major Myer, of the signal corps, deserves your attention. The services of this corps to armies in the field, and for many military and naval purposes, is highly estimated. At present it is without distinct organization, and is made up of officers detailed from other branches of service. A separate organization is recommended.

The acknowledgment of this department is due to Colonel Stager, Major Eckert, and their assistants of the telegraph corps. In diligence, fidelity, and important aid, they have been unsurpassed by any branch of the service.

With this presentation of the past operations and present condition of the War Department, the duty required of me by the act of Congress to make an annual report is, in a great measure, fulfilled. It is seen that a force has been placed, by the people of the United States, at the command of the government, to maintain its authority, more mighty in all the elements of warlike power than was ever before arrayed under one banner. How shall that force be employed? To smite the enemy on every hand, to attack his armies and strongholds, to occupy his ports, clear the great rivers of the west from his obstructions, and pause not until he is subdued, is our plain duty. Above all, it is our duty to disdain no legitimate aid that may save the lives of our gallant soldiers, diminish their labors, provide for their wants, and lessen the burdens of our people. No aphorism is more universally received than that "the sole object of a just war is to make the enemy feel the evils of his injustice, and, by his sufferings, amend his ways; he must therefore be attacked in the most accessible quarter." The power of the rebels rests upon their peculiar system of labor, which keeps laborers on their plantations to support owners who are devoting their time and strength to destroy our armies and destroy our government. Whenever that system is in hostility to the government, it is, in my opinion, the duty of those conducting the war to strike down the system, and turn against the rebels the productive power that upholds the insurrection. Rightly organized in the recovered territory, the laborers of the rebel States will not only aid in holding fortified positions, but their labor will, as in India, free the white soldier from the most unwholesome exposure of the south. They will cultivate the corn and forage, which will feed our cavalry and artillery horses, and save the country a portion of the enormous burden now attending their purchase and transport from the north. This cultivation would have been of greater advantage to us on the southeastern coast than even that of the great staple of the sea islands. Probably the people who remained upon these islands, within protection of our armies, could, under wise control, have supplied all the forage needed this year by the forces in the department of the south. The full ration for a horse weighs twenty-six pounds; that of a soldier three pounds. An army well organized and equipped for active operations, with a due proportion of cavalry, artillery, and baggage trains, will have not less than one horse or mule to every four soldiers; so that the weight of food for the ani-

mals is more than double that of the rations of the men. How important an aid, how great an economy, in a long contest, therefore, would there be in raising, by this cheap labor, the greater part of the forage alone for the southern department?—thus, for a great portion of our wants, transferring the base of supplies, now at New York, to Hilton Head or New Orleans.

The department has found it difficult to transfer this labor from one part of the seat of war to another. Local and family ties seem to be very strong with these people, and, with all their faith in the power and good will of our military commanders, it was found difficult to get volunteer laborers to leave Port Royal for other depots.

A population of four millions, true to the interests of the Union, with slight assistance from the army, will, under proper regulation and government, be of the greatest assistance in holding the territory once recovered. The principal staples of the south are the product exclusively of their labor. If protected upon the lands they have heretofore cultivated, with some organization, and with support from small detachments of loyal troops, they would not only produce much of what is needed to feed our armies and their trains, but they would forever cut off from the rebellion the resources of a country thus occupied.

The rebel armies move with ease through portions of the border States, living upon the country in which our commanders find no supplies. The people bring forth their hoards, and offer them to the rebels for sale or gift. Protect the laboring population, who are the majority in the greater part of the south, in the possession of the land and its products, and this great advantage will, for whatever portion of the country we occupy, be transferred to us. As soon as the coast is thoroughly occupied, and the people organized, trade will revive. Cotton, rice, sugar, and other products will be exchanged by the producer for what he needs. Their wants will be supplied direct from the northern factories, and the cultivation of the great staples will enable them to pay for what they use. A perfectly free trade may thus again grow up between the north and the south, and with greater or less rapidity it will spread over the whole country as our forces succeed in meeting and dispersing the rebel armies.

The greater part of the whole country which formerly produced the sea-island cotton is now thoroughly restored to the Union. The laborers are there—the soil and climate. It needs only assurance of protection to revive the cultivation of the staple, as well as to produce vast quanties of corn and forage for our troops. Since this war must be conducted by marches, and battles, and sieges, why neglect the best means to make them successful, and their results permanent? It is worthy of notice that thus far the portions of territory which, once recovered, we have most firmly held, are precisely those in which the greatest proportion of colored men are found. By their assistance our armies will be able permanently to operate in and occupy the country; and in labor for the army, in raising its and their own supplies, full occupation can be given them, and with this

there will be neither occasion nor temptation to them to emigrate to a northern and less congenial climate. Judging by experience, no colored man will leave his home in the south if protected in that home. All possibility of competition from negro labor in the north is avoided in giving colored men protection and employment upon the soil which they have thus far cultivated, and the right to which has been vacated by the original proprietors deeply involved in the crimes of treason and rebellion. No great territory has been permanently reduced without depriving the leaders of its people of their lands and property. It is these that give power and influence. Few men have the commanding genius and talent to exercise dangerous influence over their fellow-men without the adventitious aid of money and of property. By striking down this system of compulsory labor, which enables the leaders of the rebellion to control the resources of the people, the rebellion would die of itself.

Under no circumstances has any disposition to servile insurrection been exhibited by the colored population in any southern State, while a strong loyalty to the federal government has been displayed on every occasion, and against every discouragement. By the means suggested the rebellion may be disarmed and subdued swiftly and effectually, and the lives of our own people saved from slaughter on the battle field. By the occupation of all their ports on the Mississippi and the sea-coast a market will be opened in every rebel State for the industry of our people to supply the wants of the army, and also of a loyal population, in exchange for the valuable products of their labor. Another point of attack is by armed settlements upon the vacant government lands in Florida and Texas. Thousands in the northern and western States are impatiently waiting the signal of military movement to plant their homes in the best territory of this continent, and bring it back to the Union as loyal States. So far from the southern States being invincible, no enemy was ever so vulnerable if the means at hand are employed against them. If your proposition for compensated emancipation, and a voluntary return to loyalty, be blindly rejected, still the proper application of the means at command of the government cannot fail to accomplish the suppression of the rebellion and a restoration of those peaceful relations which were designed to be established forever on this continent by the Union of the States.

EDWIN M. STANTON,
Secretary of War.

The PRESIDENT.

REPORT OF THE GENERAL-IN-CHIEF.

HEADQUARTERS OF THE ARMY,
Washington, November 25, 1862.

SIR: In compliance with your orders, I have the honor to submit the following report of military operations since the 23d of July last, when, in compliance with the President's order of July 11, I assumed command of the army as general-in-chief.

The first thing to which my attention was called, on my arrival here, was the condition of the army at Harrison's Landing, on the James river. I immediately visited General McClellan's headquarters for consultation. I left Washington on the 24th, and returned on the 27th. The main object of this consultation was to ascertain if there was a possibility of an advance upon Richmond from Harrison's Landing, and, if not, to form some plan of uniting the armies of General McClellan and General Pope on some other line. Not being familiar with the position and numbers of the troops in Virginia and on the coast, I took the President's estimate of the largest number of re-enforcements that could then be sent to the army of the Potomac.

On the day of my arrival at Harrison's Landing General McClellan was of opinion that he would require at least fifty thousand additional troops. I informed him that this number could not possibly be sent, that I was not authorized to promise him over twenty thousand, and that I could not well see how even that number could be safely withdrawn from other places. He took the night for considering the matter, and informed me the next morning that he would make the attempt upon Richmond with the additional twenty thousand. But immediately on my return to Washington, he telegraphed that he would require thirty-five thousand—a force which it was impossible to send without leaving Washington and Baltimore almost defenceless. The only alternative now left was to withdraw the army of the Potomac to some position where it could unite with that of General Pope, and cover Washington at the same time that it operated against the enemy.

After full consultation with my officers, I determined to attempt this junction on the Rappahannock by bringing General McClellan's forces to Acquia creek. Accordingly, on the 30th July, I telegraphed to him to send away his *sick* as quickly as possible, preparatory to a movement of his troops. This was preliminary to the withdrawal of his entire army, which was ordered by telegraph on the 3d of August. In order that the transfer to Acquia creek might be made as rapidly as possible, I authorized General McClellan to assume control of all the vessels on the James river and Chesapeake bay, of which there was then a vast fleet. The Quartermaster General was also requested to send to that point all the transports that could be procured.

On the 5th I received a protest from General McClellan, dated the 4th, against the removal of the army from Harrison's Landing, a copy of which is annexed, marked Exhibit No. 1, with my reply on the 6th, marked Exhibit No. 2.

On the 1st of August I ordered General Burnside to immediately embark his troops at Newport News, transfer them to Acquia creek, and take position opposite Fredericksburg. This officer moved with great promptness, and reached

Acquia creek on the night of the 3d. His troops were immediately landed, and the transports sent back to General McClellan.

About this time I received information that the enemy was preparing a large force to drive back General Pope, and attack either Washington or Baltimore. The information was so direct and reliable that I could not doubt its correctness. This gave me serious uneasiness for the safety of the capital and Maryland, and I repeatedly urged upon General McClellan the necessity of promptly moving his army to form a junction with that of General Pope. The evacuation of Harrison's Landing, however, was not commenced till the 14th, eleven days after it was ordered.

Greatly discouraged at the prospect of timely aid from that quarter, I authorized General Pope to order the main forces of General Cox, in Western Virginia, with all possible despatch by railroad, to join him *via* Washington.

To facilitate the withdrawal of the army of the Potomac from the peninsula, and to gain time by a demonstration against the enemy, General Pope pushed his forces across the Rappahannock, occupied Culpeper, and threatened Gordonsville. Jackson's and Ewell's forces were hurried to the Rapidan, and on the 9th of August encountered Banks's corps at Cedar mountain. A hard-fought battle ensued, and, on the arrival of re-enforcements from the corps of McDowell and Sigel, the enemy fell back upon the Rapidan and Gordonsville.

On the 15th our cavalry surprised a party of the enemy near Louisa Court-House, and captured important despatches, showing that Lee was moving by forced marches the main body of the rebel army to attack Pope before a junction could be formed between him and the army of the Potomac. On the 16th, I telegraphed General Pope not to cross the Rapidan, and advised him to take position in rear of the Rappahannock, where he could be more easily re-enforced. He commenced this movement on the 17th, and by the morning of the 18th had most of his forces behind that river, prepared to hold its passes as long as possible. He had been re-enforced by King's division, and a part of Burnside's corps under General Reno, from Fredericksburg. I also directed General Burnside to occupy Richards's and Barnett's fords, which were between him and General Pope's main army. The enemy made several attempts to cross at different points on the Rappahannock, but was always repulsed, and our troops succeeded in holding the line of this river for eight days. It was hoped that during this time sufficient forces from the army of the Potomac would reach Acquia creek to enable us to prevent any further advance of Lee, and eventually, with the combined armies, to drive him back upon Richmond. On the 24th he made a flank movement, and crossed a portion of his forces at Waterloo bridge, about twelve miles above the Rappahannock railroad station. Pope directed an attack upon the forces which had crossed the river, hoping to cut them off, but the enemy escaped with no great loss. The annexed telegram from General Pope, marked Exhibit No. 3, dated the 25th, gives his views of the condition of affairs at that date.

The enemy, however, had not fallen back, as he supposed, but, on being repulsed at Waterloo bridge, had moved further up the river, and entered the valley which lies between the Blue Ridge and Bull Run mountains.

The object of this movement was evidently to get in Pope's rear, and cut off his supplies from Washington. Anticipating this danger, I had telegraphed to General Pope on the 23d, "By no means expose your railroad communication with Alexandria. It is of the utmost importance in sending you supplies and re-enforcements." On the 26th I telegraphed, "If possible to attack the enemy in flank, do so; but the main object now is to ascertain his position."

From this time till the 30th I had no communication with General Pope, the telegraph lines being cut at Kettle run by a part of Jackson's corps, under Ewell, which had marched around Pope's right and attacked his rear.

Finding it doubtful whether we could hold the Rappahannock long enough to effect the junction of the two armies, I had directed a part of the peninsula forces to land at Alexandria, and move out by railroad as rapidly as possible. As soon as I heard that the enemy had turned General Pope's right flank and forced him to change his front, I ordered the remainder of the army of the Potomac to Alexandria, and directed General Burnside to prepare to evacuate Fredericksburg and Acquia creek. I determined, however, to hold this position as long as possible, for a base of future operations.

General Pope's dispositions at this juncture were well planned. The corps of McDowell and Sigel, and the Pennsylvania reserves under Reynolds, were pushed forward to Gainesville. Reno and Kearney were directed upon Greenwich, while Hooker's division was sent against Ewell along the railroad. Unfortunately, however, the movement was too late, as a large detachment of Lee's army was already east of Thoroughfare Gap.

Hooker encountered the enemy near Kettle run, and a sharp engagement ensued. This gallant division drove Ewell a distance of five miles, the enemy leaving their dead and many of their wounded on the field. As McDowell, Sigel and Reynolds had reached their positions, there was now every prospect that Jackson would be destroyed before re-enforcements could come to his relief. On the evening of the 27th, General Pope ordered General Porter to be at Bristoe's station by daylight on the morning of the 28th, with Morrell, and also directed him to communicate to Banks the order to move forward to Warrenton Junction. All trains were ordered this side of Cedar run, and to be protected by a regiment of infantry and a section of artillery. For some unexplained reasons, Porter did not comply with this order, and his corps was not in the battles of the 28th and 29th.

Heintzelman's corps pressed forward to Manassas on the morning of the 28th, and forced Jackson to retreat across Bull run, by the Centreville turnpike. McDowell had succeeded in checking Lee at Thoroughfare Gap, but the latter took the road from Hopeville to Newmarket, and hastened to the relief of Jackson, who was already in rapid retreat. A portion of McDowell's corps encountered the retreating column on the afternoon of the 28th, near the Warrenton turnpike, and a severe and successful engagement ensued. Jackson was again attacked on the 29th, near the old battle-ground of July, 1861. Knowing that Longstreet was not distant, he made a most desperate stand. The fight continued nearly all day, and was terminated only by darkness. We had gained considerable ground, but nothing was decided when the battle was closed. It was renewed the next morning, and, after another day's hard fighting, our forces fell back behind Bull run, the enemy not attempting any pursuit.

Two days later, however, he threw a considerable force between Chantilly and Germantown to turn Pope's right. Hooker dislodged them after a short but severe engagement, in which Brigadier Generals Kearney and Stevens, two of our very best officers, were killed. Pope's army had been re-enforced by the corps of Franklin and Sumner, and no further apprehensions were felt for its safety.

During the operations of the previous week, of which we received very favorable but not reliable accounts, every effort was made to push forward supplies and re-enforcements to General Pope's army. The troops from the peninsula were ordered not to wait for transportation, but to march immediately to the field of battle. Some of the corps moved with becoming activity, but the delays of others were neither creditable nor excusable.

Our losses in these battles were very heavy, both in life and materials; but as no official reports have been received, except a brief sketch from General Pope, marked Exhibit No. 4, I have no means of ascertaining their extent. General Pope was transferred to another department before the reports of his

subordinates could be received; probably they will soon be handed in. Most of the troops actually engaged in these battles fought with great bravery, but some of them could not be brought into action at all. Many thousands straggled away from their commands, and it is said that not a few voluntarily surrendered to the enemy so as to be paroled prisoners of war.

In order to reorganize the different corps, get the stragglers back into their ranks, and to supply deficiencies of ammunition, clothing, &c., caused by recent losses, General Pope requested and received directions to bring his army within the defences of Washington, which were then under the command of General McClellan. This movement was executed on the night of the 3d without loss. General Pope, being now second in command of the united forces, applied to be relieved, and was transferred to another department.

Although this short and active campaign was, from causes already referred to, less successful than we had reason to expect, it had accomplished the great and important object of covering the capital till troops could be collected for its defence. Had the army of the Potomac arrived a few days earlier, the rebel army could have been easily defeated, and perhaps destroyed.

Seeing an attack upon Washington would now be futile, Lee pushed his main army across the Potomac for a raid into Maryland and Pennsylvania. General McClellan was directed to pursue him with all the troops which were not required for the defence of Washington. Several corps were immediately pushed out in observation at Darnestown, Rockville, and Leesboro', and most of his army was in motion by the 5th of September. A portion of it entered Frederick on the 12th. As this campaign was to be carried on within the department commanded by Major General Wool, I directed General McClellan to assume control of all troops within his reach, without regard to department lines. The garrisons of Winchester and Martinsburg had been withdrawn to Harper's Ferry, and the commanding officer of that post had been advised by my chief of staff to mainly confine his defence, in case he was attacked by superior forces, to the position of Maryland Heights, which could have been held a long time against overwhelming numbers. To withdraw him entirely from that position, with the great body of Lee's forces between him and our army, would not only expose the garrison to capture, but all the artillery and stores collected at that place must either be destroyed or left to the enemy. The only feasible plan was for him to hold his position until General McClellan could relieve him, or open a communication so that he could evacuate it in safety. These views were communicated both to General McClellan and to Colonel Miles.

The left of General McClellan's army pursued a part of the enemy's forces to the South Mountains, where, on the 14th, he made a stand. A severe battle ensued, the enemy being defeated and driven from his position with heavy loss. Lee's army then fell back behind Antietam creek, a few miles above its mouth, and took a position admirably suited for defence. Our army attacked him on the 16th, and a hotly contested battle was fought on that and the ensuing day, which resulted in the defeat of the rebel forces. On the night of the 17th our troops slept on the field which they had so bravely won. On the 18th neither party renewed the attack, and in the night of the 18th and 19th General Lee withdrew his army to the south side of the Potomac.

Our loss in the several battles on South Mountains and at Antietam was 1,742 killed, 8,066 wounded, and 913 missing, making a total of 10,721. General McClellan estimates the enemy's loss at nearly 30,000, but their own accounts give their loss at about 14,000 in killed and wounded.

On the approach of the enemy to Harper's Ferry, the officer in command on Maryland Heights destroyed his artillery and abandoned his post, and on the 15th Colonel Miles surrendered Harper's Ferry with only a slight resistance, and within hearing of the guns of General McClellan's army. As this whole

matter has been investigated and reported upon by a military commission, it is unnecessary for me to discuss the disgraceful surrender of the post and army under Colonel Miles's command.

General McClellan's preliminary report of his operations in Maryland, including the battles of South Mountains and Antietam, is submitted herewith, marked Exhibit No. 5. No reports of his subordinate officers have been submitted.

From the 17th of September to the 26th of October General McClellan's main army remained on the north bank of the Potomac, in the vicinity of Sharpsburg and Harper's Ferry. The long inactivity of so large an army in the face of a defeated foe, and during the most favorable season for rapid movements and a vigorous campaign, was a matter of great disappointment and regret. Your letter of the 27th, and my reply of the 28th October, in regard to the alleged causes of this unfortunate delay, I submit herewith, marked Exhibit No 6.

In reply to the telegraphic order of the 6th of October, quoted in my letter of the 28th, above referred to, General McClellan disapproved of the plan of crossing the Potomac south of the Blue Ridge, and said that he would cross at Harper's Ferry and advance upon Winchester. He, however, did not begin to cross till the 25th of October, and then at Berlin. His passage occupied several days, and was completed about the 3d of November. What caused him to change his views, or what his plan of campaign was, I am ignorant, for about this time he ceased to communicate with me in regard to his operations, sending his reports directly to the President.

On the 5th instant I received the written order of the President relieving General McClellan and placing General Burnside in the command of the army of the Potomac. This order was transmitted by a special messenger, who delivered it to General McClellan, at Rectortown, on the 7th.

When I left the department of the Mississippi, in July last, the main body of the army under Major General Buell was between Huntsville and Stevenson, moving towards Chattanooga, for which place they had left Corinth about the 10th of June. Major General Curtis' forces were at Helena, Arkansas, and those under Brigadier General Scofield in southwestern Missouri. The central army, under Major General Grant, occupying the line of West Tennessee and Northern Mississippi, extended from Memphis to Iuka, and protected the railroads from Columbus, Kentucky, south, which were then our only channels of supply.

These several armies, spread along a line of some six hundred miles from the western borders of Arkansas to Cumberland Gap, and occupying a strip of country more than one hundred and fifty miles in width, from which the enemy's forces had recently been expelled, were rapidly decreasing in strength from the large numbers of soldiers sent home on account of real or pretended disability. On the other hand, the enemy's armies were greatly increased by an arbitrary and rigidly enforced conscription. With their superiority in numbers and discipline they boldly determined to reoccupy Arkansas, Missouri, Tennessee, and Kentucky, and, if possible, to invade the States of Ohio, Indiana, and Illinois, while our attention was distracted by the invasion of Maryland and Pennsylvania and an extended Indian insurrection on the western fontiers.

This plan had very many chances of success, but the timely order of the President of August 4th, calling for additional forces, and the patriotic response of the people of the northwest, thwarted the enemy's well-formed calculations.

General Bragg suddenly transferred a large part of his army from Tupelo, Mississippi, through the States of Alabama and Georgia, reached Chattanooga in advance of General Buell, turned his left, and, rapidly crossing the State of Tennessee, entered Kentucky by Mumfordsville and Lebanon. General Buell fell back upon Nashville without giving the enemy battle, then followed, or rather moved parallel with Bragg, who, after capturing our garrison at Mumfordsville, turned off from the main road to Louisville, along which General Buell

passed, the latter reaching Louisville without any engagement. Another column of the enemy had moved from East Tennessee, after blockading Cumberland Gap, upon Lexington, and threatened Cincinnati.

A small force of our raw troops which had been pushed forward to Richmond Kentucky, under Major General Nelson, were met by the enemy and completely routed.

In the meantime every effort had been made to collect new troops at Cincinnati and Louisville, and to fortify these places against a *coup de main*. To give confidence to the new levies, a portion of General Grant's army was withdrawn from Mississippi and sent to Kentucky and Cincinnati. No attack was attempted by the enemy. Major General Buell left Louisville on the 1st of October, with an army of about one hundred thousand men, in pursuit of General Bragg. The latter engaged a part of General Buell's army at Perrysville about 10 o'clock on the 8th of October. A general battle ensued and was continued till dark. It was mainly fought by Major General McCook's division. The enemy retreated during the night. The losses were heavy on both sides, but no official reports of the numbers engaged or the losses on either side have been received.

After this battle, the main army of the rebels retreated to East Tennessee. General Buell pursued it as far as Mount Vernon or London, then fell back to the line from Louisville to Nashville. Here Major General Rosecrans superseded him in the command, by order of the President.

As the Secretary of War has ordered a military commission to investigate the operations of General Buell in this campaign, it would be obviously improper for me to express any opinion, unless specially directed to do so.

The command of Brigadier General Morgan at Cumberland Gap abandoned that place and retreated to the Ohio river. The alleged cause of this retreat was the want of supplies; the commanding officer, however, had just before reported that he had several weeks' provisions, and under no circumstances would he surrender that important post. An investigation of this matter has been ordered.

The withdrawal of a considerable part of General Grant's army to re enforce General Buell, and to occupy Louisville and Cincinnati, induced the enemy to renew operations in Northern Mississippi and Western Tennessee.

A force of some five or six thousand men was sent to attack Bolivar and Jackson, Tennessee, and, by destroying the raiload, to cut off all connexion between Memphis and Corinth. The head of the enemy's column was met about four miles south of Bolivar on the 30th of August, and a brisk skirmish ensued. On the 31st, a portion of the enemy's forces was engaged and repulsed near Medon Station. On the 1st of September, the fight was renewed at Britton's Lane, on the Denmark road, and continued till night, when the enemy retreated south across the Hatchie, leaving 179 dead and wounded on the field. Our loss was 5 killed, 78 wounded, 92 prisoners and missing.

In the early part of September, General Price advanced with a large force and took possession of Iuka, a small town on the Memphis and Charleston railroad, twenty-one miles southeast of Corinth. The garrison, too weak to attempt resistance, fell back on Corinth. As the occupation of this place by the enemy cut off all connexion between the forces of General Grant and General Buell, the former determined to attack and drive him from that position. Grant's forces moved in two columns, one on the north of the town, under Major General Ord, and the other on the south, under Major General Rosecrans. The enemy, finding himself likely to be surrounded, left the town and attacked the column of General Rosecrans about 4 p. m. on the 19th of September. The engagement lasted until dark, Hamilton's division sustaining the brunt of the battle. Our men fought with great bravery, and completely routed the enemy, who fled in confusion, leaving his dead and most of his wounded on the field. We buried 265 of his dead, took between 700 and 800 wounded, and captured 361 prisoners,

over 1,600 stand of arms, and a considerable quantity of stores. Our loss was 108 killed, 611 wounded, and 17 missing. The retreating foe was pursued only a few miles.

On the 30th of September General Grant ascertained that Generals Price and Van Dorn were concentrating their forces at Ripley, with the probable intention of attacking Corinth. The enemy crossed the Hatchie river and took possession of the railroad north of Corinth, thus cutting off all direct communication with Jackson and Bolivar. He then advanced towards Corinth, and some skirmishing took place on the 2d of November.

Major General Rosecrans commanded our forces at Corinth, which consisted of the divisions of Brigadier Generals Hamilton, McKean, Davis, and Stanley. The first three were placed in line of battle near the old rebel intrenchments, and the last held in reserve in the town. The skirmishing was renewed on the morning of the 3d, and by ten or eleven o'clock the engagement became pretty general, and continued till dark. It was fiercely renewed on the morning of the 4th, and fought with varied success till near noon, when the rebels were defeated and driven from the field, leaving their dead and many of their wounded.

The enemy's forces were commanded by Generals Van Dorn, Price, Lovell, Villepigue, and Rust, and their number estimated at about 38,000, or nearly double those of General Rosecrans. Their loss in killed was 1,423, which would give, by the usual proportion, 5,692 wounded. We took 2,265 prisoners, among whom were 127 officers. We also captured 14 stand of colors, 2 pieces of artillery, 3,300 stand of arms, and ammunition, accoutrements, &c. Our loss was 315 killed, 1,812 wounded, and 232 prisoners and missing. This great disparity of numbers in killed and wounded resulted in part from the fact that a portion of our men fought behind the intrenched batteries.

Major General Grant had ordered a brigade of four regiments, under Brigadier General McPherson, from Jackson to Corinth. Finding the railroad interrupted at Bethel, the latter turned to the left, and reached Corinth on the 4th by the Farmington road, thus marching nearly around the enemy, and forming a timely junction with General Rosecrans. Other forces from Jackson and Bolivar, under Brigadier General Hurlbut, were directed on Corinth, by way of Middleton and Pocahontas, to cut off the enemy's retreat in that direction. They encountered the enemy on the Hatchie river on the morning of the 5th, and, as Brigadier General Hurlbut was making dispositions for an attack, Major General Ord arrived upon the field and assumed command, but, being wounded about 11 a.m., he again relinquished it to General Hurlbut. The battle continued till about 3½ p.m., when the enemy retreated south, crossing the Hatchie at Crum's Mills, about six miles further up the river. Our loss was 50 killed, 493 wounded, and 17 missing. General Hurlbut did not attempt any pursuit, and General Rosecrans did not leave Corinth till the morning of the 5th. The enemy, therefore, effected his escape, but was followed for a distance of about sixty miles, without being overtaken.

General Grant afterwards moved his forces south as far as Holly Springs, and drove the enemy across the Tallahatchie. This operation was attended with several brisk skirmishes, in all of which our troops were victorious. These operations have restored peace in Western Tennessee.

The official reports of the operations of General Grant's army are submitted herewith, marked Exhibit No. 7.

The unfortunate withdrawal to Missouri, by General Curtis, of a large part of the army in Arkansas, prevented the execution of the military operations which had been ordered in the latter State. In Missouri, the forces under Brigadier General Schofield not only broke up and destroyed numerous guerilla bands, but defeated the rebel army in several engagements near the southwest corner of that State, and drove it across the Boston mountains, in Arkansas. I cannot

give the details of these engagements, as no official reports have been received.

The Indian tribes in the northwest, and more particularly in Minnesota, incited, it is said, by rebel emissaries, committed numerous murders and other outrages on the frontiers during the latter part of the summer. These savages were vigorously attacked by a volunteer force under Brigadier General Sibley, and defeated in several well-fought battles on the upper waters of the Minnesota river. These vigorous proceedings struck terror among the Indians, and put an end to hostilities in that quarter for the present season. It is quite possible that these hostilities will be renewed in the coming spring, and preparations will be made accordingly.

In the department of the Gulf the withdrawal of our flotilla from Vicksburg enabled the enemy to concentrate a considerable force on Baton Rouge, which was then held by Brigadier General Williams. The attack was made on the 5th of August, with greatly superior forces, under the rebel General Breckinridge. General Williams gained a most signal victory, but fell in the fight. Our loss was 90 killed and 250 wounded. We buried 300 of the enemy's dead left upon the field. On the 16th of August the garrison of Baton Rouge was withdrawn to New Orleans. On the 24th of October General Butler sent a force under Brigadier General Weitzel to operate on the west bank of the Mississippi, in the La Fourche district. He engaged a considerable body of the enemy on the 25th, about nine miles from Donaldsonville, and defeated them, with the loss of their commander, a large number killed and wounded, and 268 prisoners. Our loss was 18 killed and 68 wounded. This victory opened the whole of that part of the country.

General Butler's reports of the military operations in his department are submitted herewith, marked Exhibit No. 8.

In the department of the south the only military operations which have been undertaken were the reconnoissances of the Pocotaligo and Coosawatchie rivers. These expeditions, under Brigadier General Brannan and Colonel Barton, encountered a considerable force of the enemy on the 22d of October, and engagements ensued in which we lost 32 killed and 180 wounded. The official reports of these engagements are submitted herewith, marked Exhibit No. 9.

In the department of North Carolina our force has also been too small to attempt any important offensive operations. On the 6th of September a party of the enemy surprised the garrison of Washington, but were soon driven out. Our loss was 8 killed and 36 wounded, and that of the enemy 33 killed and about 100 wounded. Several successful reconnoissances have been made into the interior. The official reports of the affair at Washington are marked Exhibit No. 10.

It is seen, from this brief summary of military operations during the last three or four months, that while our soldiers have generally fought with bravery, and gained many important battles, these victories have not produced the usual results. In many instances the defeated foe was not followed from the battle-field, and, even where a pursuit was attempted, it almost invariably failed to effect the capture or destruction of any part of the retreating army.

This is a matter which requires serious and careful consideration. A victorious army is supposed to be in condition to pursue its defeated foe with advantage, and, during such pursuit, to do him serious if not fatal injury. This result has usually been attained in other countries. Is there any reason why it should not be expected in this?

It is easily understood that in a country like that between Yorktown and Richmond, or the thickly wooded swamps of Mississippi and Louisiana, a retreating force, by felling trees across the roads and destroying bridges over deep and marshy streams, can effectually prevent any rapid pursuit. The one in a few minutes blocks up or destroys roads which the other cannot clear or repair for hours or even days. The pursuer has very little hope of overtaking his

flying foe. But this reasoning is not applicable to Maryland, and the greater part of Virginia, Kentucky, and Middle Tennessee. It must be admitted that, in these theatres of war, the rebel armies have exhibited much more mobility and activity than our own. Not only do they outmarch us, both in advance and retreat, but on two memorable occasions their cavalry have made, with impunity, the entire circuit of the army of the Potomac. If it be true that the success of an army depends upon its "arms and its legs," ours has shown itself deficient in the latter of these essential requisites. This defect has been attributed to our enormous baggage and supply trains, and to a want of training in making marches.

There is no doubt that the baggage trains of our armies have been excessively large. Every possible effort has been made within the last few weeks to reduce them; but this is no easy task. Once accustomed to a certain amount of transportation, an army is unwilling to do without the luxuries which it supplies in the field.

By the recent increase of the army ration, which was previously larger than in any other country, a considerable amount of transportation is employed in moving provisions and supplies which are not necessary for the subsistence of the soldiers. An examination of the returns of the Quartermaster General, a few days since, developed the fact that the army of the Potomac, including the troops around Washington, (most of which are without field trains,) had fifty-four thousand animals, and that nine thousand of these were employed in transporting ambulances and hospital stores. In addition to all this, the roads, streets and wharves are incumbered with private vehicles, used for the transportation of sutlers' stores. No matter how large the main body of an army may be, it can never move rapidly with such a mass of *impediments:* and yet speculative projects are almost daily urged on the War Department to increase the immobility of our armies in the field. Again, our troops, especially those in the east, have been very little accustomed to marching, at least to that kind of marching usually required by active operations in the field.

Absenteeism is one of the most serious evils in all our armies. Hundreds of officers and thousands of men are almost continually away from their commands. Many of these are really stragglers and deserters. In regard to officers, the evil is being abated by summary dismissals, and, if the law could be stringently enforced against the men, it would soon put an end to desertions. But straggling on the march and in battle can be prevented only by severe and summary punishment inflicted on the spot.

In this and many other important particulars our military laws require revision and amendment. They were mostly enacted for a small army and for times of peace, and are unsuited to the government of the army we now have, and the war in which we are now engaged.

Very respectfully, your obedient servant,

H. W. HALLECK,
General-in-Chief.

Hon. E. M. STANTON, *Secretary of War.*

REPORT OF THE PAYMASTER GENERAL.

PAYMASTER GENERAL'S OFFICE,
Washington City, November 10, 1862.

SIR: I have the honor to submit herewith a report of the transactions of the pay department for the fiscal year ending June 30, 1862.

It is shown by the tabular statement, herewith, that there remained in the hands of paymasters on June 30, 1861, applicable to payments in the first quarter of the last fiscal year, the sum of $910,643 34, in addition to which requisitions have been made on the treasury in their favor, and amounts turned over to them from other sources, exclusive of amounts transferred from one to another, or repaid into the treasury, the sum of $123,452,919 57, making a total to be accounted for of $124,363,562 91, as follows:

Payments to regular troops	$5,550,039 54
Payments to volunteers	91,116,610 61
Payments to Military Academy	96,739 10
Amount of requisitions not received by the paymasters on June 30, 1862	16,070,000 00
Total	112,833,389 25
Leaving a balance to be accounted for of	11,530,173 66

This balance of $11,530,173 66, together with the sum of $16,070,000 mentioned above as amount of requisitions not received by paymasters on the 30th June, 1862, but since drawn out, has been expended in paying the army, except the amount of $172,700 51, which stands charged against seceded paymasters on the books of this office. Of this amount $16,676 26 remains in the sub-treasury in New York and San Francisco; $31,098 94 has been covered into the treasury; $95,871 due on account of deceased paymasters (of this amount $73,556 75 stands to the credit of Major Benner in the treasury, and which the Secretary of the Treasury was requested, August 16, 1862, to have covered into the treasury; the balance, $22,314 25, is due by the estate of Major Gaines, who died at Fort Smith, Arkansas, in 1860;) $21,112 due by paymasters whose appointments were negatived by the Senate, or dismissed by sentence of court-martial. The accounts of these officers are now under settlement, and, on final adjustment, the act of May 15, 1820, makes it the duty of the Comptroller of the Treasury to proceed against them.

The accounts of Deputy Paymaster General Ringgold and Paymaster Winston are stated to the 30th April only, their returns for May and June having been lost on the steamer Golden Gate, and duplicates not yet reached this office.

The troops have been paid with punctuality whenever funds were furnished for the purpose, nearly all having been paid to June 30, 1862, and many to August 31. The immense amounts called for, for other purposes, delayed the payments to troops in the field longer than could have been desired; but every effort has been made by this department under its late and lamented chief, and since his death, to distribute the funds furnished as impartially as possible.

Very respectfully, your obedient servant,

CARY H. FRY,
Acting Paymaster General, U. S. A.

Hon. EDWIN M. STANTON,
Secretary of War.

REPORT OF THE SURGEON GENERAL.

SURGEON GENERAL'S OFFICE,
November 10, 1862.

SIR: I have the honor to lay before you a statement of the fiscal transactions, and a report upon the operations generally, of the medical department of the army for the fiscal year ending on the 30th of June, 1862.

The amount of the appropriation for the medical and hospital department remaining on the 30th of June was:

In the hands of disbursing agents		$6,006 62
In the treasury of the United States		41,172 92
Amount appropriated per act approved July 17, 1861		1,271,841 00
Amount appropriated per act approved February 25, 1862		1,000,000 00
Amount appropriated for deficiency to June 30, 1862, approved February 25, 1862		125,000 00
Amount refunded into the treasury on account of medical and hospital stores sold at auction, viz:		
S. D. Morrison	$330 60	
John Moore	954 50	
E. H. Abadie	330 43	
J. D. Cotton	240 00	
Samuel Elliott	18 32	
		1,874 35
		2,445,894 89

Of this sum there has been expended on account of pay and other claims of private physicians—		
Contracted in 1861	$35,052 91	
Contracted in 1862	86,597 76	
On account of medicines, instruments, hospital stores, bedding, &c	2,249,462 52	
		2,371,113 19
And in the hands of disbursing agents		74,781 70
		2,445,894 89

It has been usual for a report of the sickness and mortality of the army to accompany this report; but it is found impracticable, arising from the vast amount of labor incident thereto, and will be furnished, it is believed, in time for publication as a "supplement to the surgeon general's report for the fiscal year ending the 30th of June, 1862." In the meantime, however, I am enabled to present the following statement of general hospitals and the number of patients, according to the latest returns received at this office:

General hospitals.

Name of hospital.	Where located.	No. of patients from last reports.
Ascension	Washington	294
Armory	do	486
Carver	do	1,278
Columbian	do	728
Cliffburne	do	1,087
Caspari's	do	113
Douglas	do	345
Eckington	do	330
Emory	do	902
Epiphany	do	172
Ebenezer	do	137
Finley	do	561
Harewood	do	1,834
Judiciary	do	491
Kalorama	do	19
Mount Pleasant	do	1,351
Odd Fellows' Hall	do	168
Patent Office	do	660
Ryland Chapel	do	101
Stone	do	92
St. Elizabeth	do	135
Trinity	do	315
Union Chapel	do	47
Cranch	do	178
St. Aloysius	do	239
First Division	Alexandria	585
Second Division	do	512
Third Division	do	534
Camp Paroled Prisoners	do	347
Fairfax Seminary	do	1,176
Seminary	Georgetown	115
Union Hotel	do	174
Presbyterian	do	117
Waters's Warehouse	do	.....
Trinity	do	91
College	do	293
Dunbarton Street	do	97
Camden Street	Baltimore	575
Stewart's Mansion	do	450
Patterson Park	do	282
Lexington Street	do	202
McKim's Mansion	do	332
West's Buildings	do	682
Annapolis	Annapolis	1,197
General Hospital No. 1	Frederick, Md	717

General hospitals—Continued.

Name of hospital.	Where located.	No of patients from last reports.
General Hospital No. 2	Frederick, Md	194
General Hospital No. 3	do	306
General Hospital No. 4	do	261
General Hospital No. 5	do	471
General Hospital No. 6	do	193
Camp A	do	697
Camp B	do	398
Broad Street	Philadelphia	785
South Street	do	202
Wood Street	do	186
Fifth Street	do	218
St. Joseph's	do	120
Christian Street	do	187
West Philadelphia	do	1,863
Pennsylvania	do	100
Summit House	do	147
Fourth Street	do	221
Catharine Street	do	85
Master Street	do	214
Front Street	do	186
Turner's Lane	do	154
Race Street	do	313
Hestonville	do	151
Germantown	do	139
Sixteenth Street	do	313
York	Pennsylvania	926
Reading	do	202
Harrisburg	do	597
Chester	do	816
Point Lookout	Maryland	977
Bellevue	New York	609
David's Island	do	2,146
Jews'	do	53
Ladies' Home	do	263
City	do	244
Fort Wood	do	503
Twenty-eighth Street	do	36
Blackwell's Island	do	248
Brooklyn	do	131
Long Island College	do	122
Fort Schuyler	do	455
St. Luke's	do	56
Fort Columbus	do	93
New Haven	Connecticut	175
Portsmouth Grove	Rhode Island	1,322
Jersey City	New Jersey	.....

General hospitals—Continued.

Name of hospital.	Where located.	No. of patients from last reports.
Newark	New Jersey	1,343
Clareysville	Maryland	463
Beaufort	North Carolina	269
Newbern	do	118
Portsmouth	do	58
Hilton Head	South Carolina	227
Beaufort	do	.....
Beverly	Virginia	61
Grafton	do	152
Parkersburg	do	59
Wheeling	do	74
Fort Monroe	do	1,600
Chesapeake	do	238
Mill Creek	do	681
Hampton	do	352
Yorktown	do	162
St. James	New Orleans	300
Marine	do	1,200
City	St. Louis	447
Marine, (U. S.)	do	193
Sisters of Charity	do	85
New House of Refuge	do	719
Good Samaritan	do	136
Benton Barracks	do	106
Convalescent	do	1,021
Jefferson Barracks	Missouri	1,049
Jefferson City	do	100
Springfield	do	251
Keokuk	Iowa	1,520
Quincy	Illinois	422
General Hospital No. 1	Louisville, Ky	145
General Hospital No. 2	do	138
General Hospital No. 3	do	158
General Hospital No. 4	do	227
General Hospital No. 6	do	116
General Hospital No. 8	do	134
General Hospital No. 9	do	125
General Hospital No. 10	do	129
General Hospital No. 11	do	133
General Hospital No. 12	do	149
Columbus	Kentucky	78
Floating Hospital	Columbus, Ky	20
Paducah	Kentucky	214
Bardstown Road	do	80
Greenup Street	Covington, Ky	66
U. S. Hospital	do	173

General hospitals—Continued.

Name of hospital.	Where located.	No. of patients from last reports.
Seminary	Covington, Ky.	230
Union City	Tennessee	60
Memphis	do	676
Jackson	do	551
General Hospital No. 1	Evansville, Ind.	145
General Hospital No. 2	do	276
General Hospital No. 3	do	149
General Hospital No. 4	do	102
General Hospital No. 5	do	398
U. S. Marine	Cincinnati, Ohio	62
Third Street	do	61
West End	do	85
Washington Park	do	228
Camp Dennison	do	1,582
		58,715

The number of general hospitals is thus seen to be 151, and the total number of patients in them 58,715.

During the past year the health of the troops has been remarkably excellent. No epidemics of any severity have appeared among them, and those diseases which affect men in camp have been kept at a low minimum. Scurvy has been almost entirely prevented, and yellow fever, from which much was feared, has had but few victims.

This immunity is due to the excellent hygienic arrangements instituted, and to the cordial manner in which generals in command have co-operated with the medical authorities.

In an army the size of that now maintained by the United States it was of course to be expected that the absolute number of sick would be very large, and the important battles which have been fought have thrown a large number of wounded on the care of the department. At present the total number under the charge of officers of the medical department is not short of ninety thousand, and immediately after the battle of Antietam it was even greater than this. In this city alone it was over twenty thousand. That this large number could be provided for without some cases of unnecessary suffering occurring would perhaps be too much to expect, but I must commend the medical corps, both of the regular and volunteer service, for the faithful and efficient manner in which their duties have been performed.

In the discharge of their duties medical officers have been very much aided by the contributions of the people of the country, and by the efficient co-operation of the sanitary commission and relief associations.

In addition to providing the sick and wounded with medical attendance and medicines much has been done by the department in furnishing food, clothing, and comforts of various kinds. From much observation, both at home and

abroad, and from the concurrent testimony of distinguished foreign medical officers, I am satisfied that never before were the sick and wounded of an army so well cared for as are those who have suffered for their country in the present rebellion.

The hospitals I take pride in saying are a credit to the nation.

Before the several medical boards, in session during the year, (from June 30, 1861, to July 1, 1862,) a large number of applicants for appointment in the medical staff of the army were invited by the Secretary of War; of these, sixty-six candidates only presented themselves for examination. Thirty-three of this number were approved, and five rejected, the remaining twenty-eight withdrew without examination, one on account of physical disqualification.

Before the same boards eleven assistant surgeons were also examined for promotion; nine of whom were found qualified, and two not considered as coming up to the standard of merit required.

In the examination by these boards the standard of attainment required for success was much lowered; the board in New York being ordered to examine two candidates each day for the regular army, while the examination of candidates for the appointment of surgeon of brigade became little more than a farce. Since the first of June last, however, the standard of examination has been raised, and the gentlemen now entering the medical staff have been found fully competent to undertake the important trust with which they are charged.

The breaking out of the rebellion found the United States army with a medical department arranged for a peace establishment of fifteen thousand men. Experience soon demonstrated the fact that, however efficient its officers might be, the organization was such as to ill adapt it to the necessities of a large force in time of war. Partial progress in the right direction was made by Congress in increasing the rank of the surgeon general, adding a limited inspecting corps, and increasing the number of surgeons, assistant surgeons, medical cadets, and hospital stewards. The department was also placed on a more independent footing, and its whole status elevated. But there are still other measures which, if adopted, cannot fail to add to the efficiency of the department, and these I desire to urge through you on the attention of Congress.

First among these is the establishment of a permanent hospital and ambulance corps, composed of men especially enlisted for duty in the medical department, and properly officered, who shall be required to perform the duties of nurses in the hospitals, and to attend to the service of the ambulances in the field. By the establishment of this corps several thousand soldiers, now detached as nurses, cooks, &c., would be returned to duty with their regiments, and the expense now incurred by the necessary employment of contract nurses be obviated.

A corps formed upon the basis of two men to each company in service, organized into companies of one hundred privates, with one captain, two lieutenants, four sergeants, and eight corporals to each company, would relieve the line of the army from all details for the medical department, and enable the department to render far more efficient service to the sick and wounded than it is capable of affording under the present system.

The necessity of such a corps has been recognized by all European armies, and I am able to speak from personal observation of the great advantages to be derived from it.

I regard an increase of the medical corps, both of the regular and volunteer forces, as absolutely necessary. The law of Congress approved July 2, 1862, provides sufficiently, except for cavalry and artillery regiments, for the wants of troops in the field, but the service in hospitals has to be filled, to a great extent, by the employment of contract physicians. I therefore respectfully recommend that the medical corps of the regular army be increased by twenty surgeons and forty assistant surgeons, and the staff corps of volunteer medical officers by fifty surgeons and two hundred and fifty assistant surgeons. This

last corps now consists of two hundred surgeons and one hundred and twenty assistant surgeons.

The cavalry and artillery organization requires medical officers as much as infantry. The omission on the part of Congress should be supplied; a surgeon and two assistant surgeons should be authorized for each regiment of cavalry and each regiment of heavy artiliery, and an assistant surgeon to each light battery.

Under the first section of the act of June 30, 1834, assistant surgeons of the regular army must have served five years before being eligible to promotion as surgeon. On the 1st of November there were but six assistant surgeons in the army who had served five years. The effect of this law will be to prevent the filling of vacancies which may occur in the grade of surgeon, and I therefore recommend that so much of said section as requires assistant surgeons to serve five years as such before being eligible to surgencies be repealed.

The number of medical cadets is altogether too small for the necessities of the service. I therefore recommend that authority be given to appoint as many as may be required in accordance with the existing law on the subject.

The institution of a medical inspecting corps has been productive of excellent results. The number of inspectors authorized is, however, too limited to enable the service to be as efficiently performed as is desirable. I therefore recommend that two medical inspectors general and eight medical inspectors be added to the present organization. The authorization of an additional assistant surgeon general would also be a measure of great propriety.

Considerable progress has been made in the establishment of an army medical museum. The advantages to the service and to science from such an institution cannot be over estimated. I respectfully recommend that a small annual appropriation be made for its benefit.

An army medical school, in which medical cadets and others seeking admission into the corps, could receive such special instruction as would better fit them for commissions, and which they cannot obtain in the ordinary medical schools, is a great desideratum. Such an institution could be established in connexion with any general hospital with but little, if any, expense to the United States.

A hospital of a more permanent character than any now in this city is, I think, very necessary, and will be required for years after the present rebellion has ceased. I therefore recommend that suitable buildings be purchased or erected for that purpose. If this is done, the medical school and museum will be important accessories to it.

Experience has shown that a most useful class of officers was authorized by the act relative to medical storekeepers. The number now authorized is too small. They could very properly perform the duties of medical purveyors, now performed by medical officers, and thus officers, who have been educated with special reference to service as physicians and surgeons and who are now acting as medical purveyors, would be enabled to resume their proper duties. I therefore recommend an addition of ten medical storekeepers.

At present the washing of clothes in general hospitals is provided for as follows: One matron is allowed for every twenty patients, who receives a compensation of six dollars per month and one ration. Great difficulty is experienced in large general hospitals in procuring a sufficient number of matrons to perform this duty, and I have the honor to propose that, instead of this now unreliable plan, a sum of money, equivalent to the pay and allowance of a matron, say twelve dollars for every twenty patients, be monthly allowed to every general hospital, to be appropriated for laundry purposes, at the discretion of the surgeon in charge, whether to the payment of matrons or to the payment of bills for washing by steam or otherwise.

The 10th section of the act, approved July 17, 1862, gives additional rank

to officers of the adjutant general's, quartermaster's, subsistence, and inspector general's departments, who are serving on the staff of the commanders of army corps.

There is, I think, manifest propriety in extending the provisions of this act to the officers of the medical department who may be on duty with such commands as medical directors, and I respectfully ask for such extension.

The engineer and ordnance departments are charged with the erection of buildings which requires special knowledge. The building of hospitals requires also knowledge of a peculiar character, which is not ordinarily possessed by officers out of the medical department; it would, therefore, appear obviously proper that the medical department should be charged with the duty of building the hospitals which it is to administer.

In the matter of transportation the interests of the service require that the medical department should be independent. Much suffering has been caused by the impossibility of furnishing supplies to the wounded, when those supplies were within a few miles of them in great abundance.

The establishment of a laboratory from which the medical department could draw its supplies of chemical and pharmaceutical preparations, similar to that now so successfully carried on by the medical department of the navy, would be a measure of great utility and economy. I therefore respectfully recommend that authority be given for this purpose.

In regard to the age at which recruits are received into service a change is imperatively demanded, both for the interests of the army and the welfare of individuals. The minimum is now fixed at eighteen (18) years, and it is not uncommon to find soldiers of sixteen years old. Youths of these ages are not developed, and are not fit to endure the fatigues and deprivations of the military life. They soon break down, become sick, and are thrown upon the hospitals. As a measure of economy I recommend that the minimum age of recruits be fixed by law at twenty (20) years.

The present manner of supporting the cartridge-box is productive of hernia, or rupture. Many instances in support of this statement have occurred since the commencement of the rebellion, and reports on the subject are frequently received from medical officers. I recommend that instead of being carried by a belt around the waist the cartridge-box be supported by a shoulder-strap. This would entirely obviate the evil.

At the last session of Congress the sum of $2,000,000 was appropriated for the relief of discharged soldiers. I recommend that $1,000,000 of this sum be set aside for the establishment of a permanent home for those who have been disabled in their country's service. This measure is one of such importance that I forbear entering into details at this early period. An establishment of the kind organized upon an approved plan would be productive of incalculable benefit.

Soon after my appointment I issued circulars to medical officers inviting them to co-operate in furnishing material for a medical and surgical history of the rebellion. A large number of memoires and reports of great interests to medical science, and military surgery especially, have been collected and are now being systematically arranged. The greatest interest is felt in this labor by the medical officers of the army and physicians at large.

The reorganization of the medical department necessitated a new set of regulations for its guidance. Under your orders a board has been in session preparing an approved code. Their labors have been very much interfered with by the necessity of detailing them from time to time for more imperative duties, but I expect to be able to submit to you, in a short time, a complete set of regulations for your approval.

I have deemed it my duty, with your sanction, to visit, from time to time, the hospitals and armies of the eastern portion of the country. I have thus been

enabled to make myself personally acquainted with their sanitary condition and medical wants. I hope, ere long, to be able to extend these inspections to the west.

A uniform diet table for general hospitals has been prepared with great care, and promises to work advantageously.

Large depots of medical supplies have been established at New York, Philadelphia, Baltimore, Fortress Monroe, Washington, Cincinnati, Cairo, St. Louis, and Nashville, which have proved of incalculable advantage to the sick and wounded. Moreover, large sums have been saved by the accumulation of stores before the recent advance in prices took place.

In terminating my report, I desire to express the hope that the labors of the officers of the medical department may be made more and more worthy of the high mission which has been confided to them.

I am, sir, very respectfully, your obedient servant,

WILLIAM A. HAMMOND,
Surgeon General United States Army.

Hon. EDWIN M. STANTON,
Secretary of War.

REPORT OF THE COMMISSARY GENERAL OF SUBSISTENCE.

OFFICE COMMISSARY GENERAL OF SUBSISTENCE,
Washington City, November 5, 1862.

SIR: I have the honor to submit the following report of the operations of this department for the past year.

The army throughout our extensive territory has been supplied with good and wholesome subsistence, generally by advertisement for bids, in the cities of Boston, New York, Philadelphia, Cincinnati, Louisville, Baltimore, St. Louis, and San Francisco.

Fresh beef has generally been supplied to our armies in the field, on the hoof, and in larger proportion of the ration to marching columns, to lessen, as far as possible, the quantity of transportation required. The troops on the coast of the Carolinas and at the Gulf posts, including New Orleans, have received their fresh beef by shipment from New York. It is hoped that during the coming year it may be procured from Texas.

In addition to the troops, subsistence has been furnished to all political prisoners and prisoners of war, to a large number of contrabands, and to the suffering Union inhabitants found in the march of our armies in the Confederate States.

In raising so large a force of volunteers and putting them in the field, much irregularity in this department has doubtless occurred, but less, it is believed, than was reasonably to have been expected under the circumstances.

Great inaccuracy exists in the accounts rendered by volunteer officers, and great delay in rendering them prevails.

The act of Congress requiring all officers of this department to render their accounts to the Third Auditor of the Treasury monthly, it is believed, has greatly increased the irregularity in rendering the accounts by increasing the labor of the officers at a time when their every faculty is required for their duties in the field.

The regular officers of this department, few in number, have had heavy labors and reponsibilities imposed upon them, and have, without exception, exhibited zeal, intelligence, and integrity, worthy of notice.

With great respect, your most obedient servant,

J. P. TAYLOR,
Commissary General of Subsistence.

Hon. EDWIN M. STANTON,
Secretary of War.

REPORT OF THE QUARTERMASTER GENERAL.

QUARTERMASTER GENERAL'S OFFICE,
Washington, November 18, 1862.

SIR: I have the honor to submit the usual annual report of the operations of the quartermaster's department during the fiscal year ending on the 30th of June, 1862.

On the 30th of June, 1861, the termination of the preceding fiscal year, the balances in the hands of officers acting in this department amounted, as stated in the last annual report from this office, to		$2,536,597 96
To which are to be added—		
1. Remittances, third quarter 1861	$24,470,137 70	
Remittances, fourth quarter 1861	41,152,760 00	
Remittances, first quarter 1862	48,732,399 64	
Remittances, second quarter 1862	59,299,684 71	
		173,654,982 05
2. Proceeds of sales of property, rent of buildings, &c		156,839 59
Total amount to be accounted for		176,348,419 60
From which are to be deducted—		
1. Expenditures by officers, the accounts for which have been received and subjected to the usual administrative examination, viz: prior to the fiscal year, the accounts for which were not received in time for the last annual report	$1,639,095 68	
In the first quarter of the fiscal year	14,517,026 75	
In the second quarter of the fiscal year	22,883,121 71	
In the third quarter of the fiscal year	1,570,745 59	
In the fourth quarter of the fiscal year	21,157 92	
	40,631,147 65	
2. Cancelled requisitions, and drafts returned by officers to the United States treasurer not used	817,354 00	
3. Expenditures for which requisitions have been issued to individuals upon certificates of the Second Comptroller of the Treasury	3,307,961 35	
		44,756,463 00
Balance due June 30, 1862, after deducting the expenditures ascertained upon an administrative examination		131,591,956 60
From which there is to be made a further deduction of the amount of expenditures, as ascertained from accounts for the same period, which have been received and registered,		

but of which no administrative examinations have yet been made	$105,248,109 27	
Less the amount shown by these accounts to have been received from sales of property, rent of buildings, &c	346,171 43	
		$104,901,937 84
Leaving an outstanding balance, due June 30, 1862, of		26,690,018 76

Which is made up as follows, viz:

1. Amount in the hands of officers and agents unaccounted for, (as ascertained from balances found due upon examination of their last accounts received, and from their receipts for advances made by officers whose accounts have been rendered,) $5,863,709 93. Of this amount the sum of ... is due for quarters prior to the commencement of the last fiscal year, a great portion of which is in the hands of officers who have resigned and taken up arms against the government, and is lost to the department; the balance, (the greater portion of which will probably be accounted for hereafter,) is due for the following quarters, viz:		122,110 81
For the third quarter, 1861	$197,308 97	
For the fourth quarter, 1861	611,872 30	
For the first quarter, 1862	1,742,619 97	
For the second quarter, 1862	3,189,797 88	
		5,741,599 12
2. Amount of requisitions drawn in favor of officers not taken up		15,580,805 72
The greater portion of this, though remitted within the last fiscal year, could not have been received at its termination, and will be accounted for hereafter.		
3. The remainder is distributed among the officers and agents disbursing at the various posts and stations and in the field, and is applicable to the payment of debts contracted during the year and remaining unpaid, by which it will undoubtedly be absorbed, it is		5,245,503 11
Total balance, as above		26,690,018 76

The amounts paid during the year, (including those for purchases made and services rendered in the preceding year, and not included in the last annual report,) so far as the accounts have been received, examined, and analyzed, were—

1. For regular supplies, viz:		
Fuel	$507,637 72	
Forage	3,139,552 73	
Straw	40,259 02	
Stationery	70,103 05	
		$3,757,552 52
2. For incidental expenses of the army:		
Postage	40,812 75	
Expenses of courts-martial	6,070 24	
Expresses and escorts	12,990 40	

Burial expenses	$11,498 64	
Guides, interpreters, and spies	29,849 44	
Clerks and agents	154,408 99	
Pay of wagon and forage masters	4,369 15	
Laborers	144,213 00	
Soldiers on constant labor	147,187 10	
Hire of veterinary surgeons	2,213 36	
Office furniture	18,628 93	
Medicine for horses and other animals	8,990 47	
Forges, blacksmiths, and shoeing tools	34,154 13	
Horse and mule shoes and nails, iron and steel for shoeing	108,663 32	
Recovering stray horses	166 75	
Picket rope	1,512 74	
Apprehension of deserters	11,773 11	
Telegraph contingencies	78,880 69	
		$816,383 21
3. Cavalry and artillery horses		6,202,834 04
4. Transportation and supply of prisoners		45,018 95
5. Barracks and quarters:		
For rents	$218,156 30	
For construction and repairs	641,108 22	
		849,264 52
6. Mileage, or transportation of officers and baggage		148,173 99
7. Transportation:		
Of clothing	$116,443 86	
Of ordnance	211,921 36	
Of subsistence	340,386 76	
Of troops and supplies	14,158,727 85	
		14,827,479 83
8. Purchase of stoves		32,477 34
9. For materials for, and amount expended in the preparation and purchase of clothing, camp, and garrison equipage		13,138,490 41
10. Collecting, drilling, and organizing volunteers		47,428 81
11. Gunboats on the western waters		184,657 00
12. Special expenditures for other departments, and under special appropriations, viz:		
For medical department	$37,217 70	
For army contingencies	13,857 16	
For ordnance department	263,321 65	
For pay department	198 86	
For subsistence department	12,993 82	
For engineer department	245,557 93	
For topographical engineer department	5,698 46	
For Treasury Department	189 38	
For State Department	142 43	
For recruiting service	1,010 95	
For building hospital and magazine at Key West	3,841 40	
For Indian bureau	55 00	
For constructing stables at Carlisle barracks	527 61	
For signal service	3 00	
For revenue service	167 00	

For building and repairing Fort Abercrombie	$7 98	
		$584,790 33
		40,634,450 95
Amount of errors, &c., ascertained in officers' accounts		3,303 30
Total expenditure of which the accounts have been examined and analyzed		40,631,147 65

From the above statement it will be seen that the accounts for only about one-fourth of the expenditures by the officers of this department, during the fiscal year ending the 30th June, 1862, have, at this date, passed the administrative examination and analyzation which the law requires them to receive in this office before being reported to the treasury for final examination and settlement.

The clerical force of this office, though a number of temporary clerks have been employed in addition to the regular and authorized force, is insufficient to examine the accounts with promptness.

The number of officers making reports and returns is very large. There are not less than one thousand regiments or parts of regiments in the service. Each of these regiments has a regimental quartermaster, who is in charge of valuable property, of which he is required by the regulations to make monthly and quarterly returns. Under the law of last year he is required also, if he receives or expends any public money, to send in monthly accounts.

From the inexperience of many of these officers they fail to render their accounts and make their returns punctually, and those received require correction.

From the regimental quartermasters alone thus over twelve thousand accounts and sets of returns are to be expected annually.

The brigade quartermasters and the quartermasters of the regular army, who act as chiefs to army corps or armies in the field, or who are in charge of the important depots for the purchase and manufacture of supplies, are charged with the expenditure of large sums of money, and their accounts are very voluminous. There are now nearly three hundred of these officers, whose accounts will number in a year three thousand six hundred.

Every officer commanding a company in either the regular or volunteer army is responsible for the clothing received by him for issue to the men of his command, and is required to make quarterly returns thereof. As, in an army of one million men, there will be not less than ten thousand company commanders, there should be forty thousand clothing returns received and examined in this office.

The correspondence with officers who fail to make their returns within the time required by the regulations, and with those whose returns are imperfect or incorrect, involves much labor.

After consultation with the experienced officers and clerks who have heretofore performed this duty, I consider that it will require an addition to the force of this office of one hundred and twenty clerks to examine in a reasonable time the mass of accounts and returns which have accumulated during the past year, and to keep up the correspondence necessary to settle the accounts promptly hereafter, and compel officers to make their returns regularly and correctly.

The labor now imposed upon certain officers of this department is too great. It is physically impossible to examine properly all the papers which must be submitted to the heads of certain branches of the office. The consequence is delay in the transaction of public business. The subjects of the most pressing

importance are attended to, while others are laid aside and sometimes overlooked. The great duty of this department is to provide for and supply the wants of the army. This has been accomplished. Its second duty, of no less importance, is, by proper examination of the reports, returns, and accounts of its officers, to enforce a strict economy in the disbursements of public money and a strict accountability for the public property in charge of its officers.

The force of this office has not been sufficient to examine the accounts and returns promptly, or even to compel their regular rendition, and doubtless the public treasury and the public creditors have suffered in consequence.

I recommend that Congress be requested to authorize the employment of three officers, to be styled "auditors of the quartermaster's department," who, under the direction of the quartermaster general, and acting by his authority and in his name, may take charge of the administrative examination of the accounts and returns of both money and property in this office. The duty is one of high importance, and though technically and legally the examination is required to be made by the quartermaster general, and should be made by his authority and under his direction, it is not physically possible for him to inspect all the papers in person, or to take action on any but the more important questions arising on their examination. The unsettled accounts now in this office amount to one hundred and five millions of dollars, and over five millions of dollars are in the hands of officers who have not yet made their returns or transmitted their accounts.

The auditors of the quartermaster's department, here proposed, should be persons of high reputation, of business capacity and experience, and the salary should be such as to secure the services of well qualified men.

The accounts of the department divide themselves into classes as follows:

1. Clothing, camp, and garrison equipage.

2. Transportation by land and water, with all its means and supplies, as animals, wagons, ambulances, forage, steam and sail vessels, boats, and the men necessary to take care of and manage them.

3. Regular and contingent supplies of the department—hospitals, barracks and quarters, fuel, mileage of officers, expenses of courts-martial, military boards and commissions, stationery, &c.

With a sufficient addition to the clerical force of the office, with the three officers above named to assist the quartermaster general, it is believed that it would be possible to despatch the business relating to settlement of accounts with that promptness required alike by justice to the interests of the government and of the officers of the department.

CHANGE IN MODE OF SETTLING ACCOUNTS.

By the law of July 17, 1862, to provide for the more prompt settlement of accounts of disbursing officers, all disbursing officers are required to transmit their accounts monthly direct to the proper accounting officer of the treasury. The regulations heretofore in force required officers to transmit their accounts direct to the heads of the several departments or bureaus under whose direction they served. It was made the duty of the quartermaster general to cause the returns and accounts of officers serving in that department to pass through a rigid administrative scrutiny before transmitting the money accounts to the proper officer of the Treasury Department for settlement.

The decision of the quartermaster general was to be indorsed on each account. It was his duty to bring to the notice of the Secretary of War all accounts or matters of account which required and merited it; to notify the disbursing officer of all suspensions or disallowances, that he might have early opportunity to submit explanation or take an appeal to the Secretary of War.

When the account was suspended or disallowed in the proper office of the

Treasury Department, or explanation or evidence required from the officer, the regulations direct the officer to be notified thereof by the quartermaster general, and all vouchers, evidence, or explanation were required to be returned to the Treasury Department through the quartermaster general's office. This examination was intended to enable the Secretary of War, through the head of the quartermaster general's department and of the other military bureaus, to control the officers of the War Department in the expenditure of the appropriations for the army.

If the accounts are sent direct from the disbursing officers to the treasury, they may be settled there without any knowledge on the part of the Secretary of War, or of the heads of the bureaus, of the manner in which the disbursements have been conducted. The quartermaster general would have no control over, no knowledge of the prices paid for, the various supplies which it is his duty to procure for the army; no knowledge of the cost of transportation of troops, of the prices at which vessels are chartered, and, in fact, no control over the expenditure and application of the public money within the department. The officers of the treasury are not supposed to be skilled in the technical knowledge of all the various departments, and their examination of accounts has heretofore, except as to correctness of forms, figures, and receipts and proofs, been guided by the administrative examination of the several bureaus.

This administrative examination appears to be, by the new law, dispensed with; at least, the law provides no means to enable the quartermaster general to accomplish it, and permits the Auditor, who is to receive the accounts directly from the officer, to settle them without any reference to the War Department or the quartermaster general. Some accounts transmitted direct to the Auditor have been by him referred to the quartermaster general, with a request that they may be submitted to such examination.

Believing that some supplemental law would be necessary to carry out the intention of Congress and to secure a proper control over the expenditures of this department by its head, its officers have, with your approbation, been required, while transmitting their accounts, in compliance with the new law, direct to the Auditor, to send triplicate copies to this office for examination. This increases the labor of keeping accounts, already onerous; but the law permits it to be required, and there seems to be no other way by which the department can have knowledge of or control over the expenditures for which it is accountable. The administrative examination being preliminary, and the treasury examination and settlement final, time is lost by sending the accounts first to the treasury.

The plan of requiring all disbursing officers to transmit, by every mail, direct to the head of the department in which they serve, duplicates of all paid and certified vouchers in their hands has been suggested, and it is respectfully recommended to your consideration. It is believed to possess many advantages, both to the government and to the disbursing officer, over both the present method, which requires them to be transmitted monthly, and the quarterly transmission heretofore required.

In so large a business as is now transacted under the direction of the quartermaster's department many legal questions arise, for the settlement of which some officer of legal skill and knowledge should be provided. Claims for damages by the breach of contract; suits for failure of contractors; suits against delinquent officers and agents, or their bondsmen; investigation of titles to land and tenements rented—to vessels to be chartered or purchased; preparing leases, bonds, charter-parties, contracts, agreements, &c. I recommend that, for this purpose, there be appointed a solicitor of the quartermaster's department.

With the small army which the country has heretofore maintained, such legal questions as arise could be referred by the Secretary of War to the Attorney General; but the cases on which the quartermaster general is required to decide,

and in which investigation by a skilful legal adviser is needed, are now numerous, and it would be for the benefit of the service were such an officer provided and attached to the office.

OFFICE ROOMS.

The rooms assigned to this office in Winder's building do not afford space for the accommodation of its clerks or the filing of its records. The reports, returns, and accounts of an expenditure of many millions annually must all pass through this office. Many of them, after an examination which requires the papers to be kept in the office for months, are transmitted to the Treasury Department; but many are filed and preserved for reference in this office. They relate to public expenditures, and are the records of the transactions of the government and its officers—the evidence of the honest or dishonest application of vast sums of money and of property of great value. The place of their deposit should be safe against fire or accident. It would not be safe for the government, or just to its officers, to deposit such records in buildings not permanent and fire-proof.

I recommend that Congress be asked to provide for the extension of Winder's building to the north. The building is of simple and cheap construction, is fire-proof, and may ultimately be extended with advantage to cover the whole square on which it is situated.

GUNBOAT FLEET.

Shortly after the outbreak of the rebellion, upon the requisition of Lieutenant General Scott, with the approval of the Secretary of War, this department commenced the construction of a fleet of steam gunboats for service on the western rivers. The result was the creation, by construction, purchase, or capture, of a fleet of forty-five vessels, of an aggregate burden of 19,464 tons; of a flotilla of thirty-eight mortar boats, or rafts, each fitted for a thirteen-inch sea-coast mortar; and one wharf boat of 4,000 tons burden.

The fleet contained three iron-clad steam gunboats of 1,000 tons each, seven iron-clad steam gunboats of 512 tons each, eight wooden gunboats and two steam-rams, besides thirteen steam-tugs of thirty tons each, used as tenders to the fleet.

The mortar boats, of which thirty-eight were built at St. Louis, by direction of General Frémont, were rafts or blocks of solid timber, of sufficient burden to carry and permit to be served upon the deck of each one thirteen-inch sea-coast mortar, using a charge of thirty pounds of powder.

The other vessels of the fleet served as tenders, despatch boats, transports, ordnance and magazine ships, hospital ships, and store ships.

The fleet was commenced under the superintendence of Commander, now Captain, John Rodgers, of the United States navy.

The command was afterwards transferred to Captain, now Admiral, Foote, of the navy, whose energy, gallantry, and skill have been conspicuous in the organization, construction, and command of the fleet. At Forts Henry and Donaldson, at Island No. 10, at Memphis, and at Vicksburg, this fleet, under his command and that of his successor, Commander, now acting Rear Admiral, C. N. Davis, has rendered valuable service.

The organization was mixed. The commanding officers of the gunboats and portions of the crews were furnished by the navy; other portions of the crews were detailed from the volunteer army; and the commanders and officers of the transports and of some other vessels were employed by the quartermaster's department. The organization worked harmoniously and effectively, however, and the services of the fleet are recognized and acknowledged by the government and by the country.

The greater part of the vessels were built and paid for by the quartermaster's

department; part of the armament and ordnance were furnished by the ordnance department of the army; but a large portion of the guns and ammunition were supplied by the Navy Department. Some of the vessels were captured by the fleet, and, being fitted out by the quartermaster's department were added to its strength.

The appropriations for the gunboat fleet, during the fiscal year ending the 30th June, were $2,400,000.

STEAM-RAMS.

As an aid to the gunboat fleet, at a time when it was ascertained that the fleet of armored gunboats in possession of the rebels below Island No. 10 was formidable, you directed the purchase of a number of steamers to be converted into steam-rams. Five stern-wheel and four side-wheel steamers were selected by Colonel Charles Ellet, the late distinguished civil engineer, appointed a colonel of volunteers, and with the aid of committees of the board of trade of the western cities, and under the superintendence of Colonel Ellet and of officers appointed for the purpose, they were fitted for service with great despatch.

Colonel Ellet, who had thought and published much upon the use of the momentum of powerful steamers, properly fitted, as a means of destruction, was by you assigned to the command of this fleet; and, in conjunction with the fleet of gunboats, he did most gallant and effective service in the defeat and destruction of almost the entire rebel fleet off Memphis. He received a wound in this action, from the effects of which he never recovered; and, being attacked by disease while still weakened by his wound, he sealed his devotion to his country with his life.

The principal navigable rivers of the western States above Vicksburg have been rescued from the control of the rebels, and the greater part of the hostile fleet has been destroyed or captured. It is understood, however, that in the rivers of Mississippi and Arkansas there still remain, protected by low water, a number of steamers, some of which have been fitted for offence, and which will require the attention of the gunboat fleet when the waters rise.

Congress, by the law of July 16, 1862, ch. clxxxv, directed the gunboat fleet to be transferred to the Navy Department, which transfer has been made.

The estimate of May 23, 1862, was intended for the maintenance of the fleet of steam-rams only till September 30, 1862, by which time it was hoped that the Mississippi would be opened, and that their services could be dispensed with. The failure of the attack on Vicksburg, however, has made it necessary to retain this fleet in service, and an estimate has accordingly been submitted for its maintenance during the remainder of this fiscal year.

The appropriations for steam-rams for the fiscal year were $400,000.

Lists of vessels employed in these fleets accompany this report.

RAILROAD TRANSPORTATION.

The numerous railroads of the United States have been extensively used in the transportation of troops and supplies. The collection and movement of a million of men to the front, the movements of large bodies of troops from one portion of the seat of war to another, and the transportation from the place of production and from the depots and arsenals to the places of issue and of consumption of the munitions of war, provisions, clothing, wagons, arms, artillery, &c., have involved an immense expenditure of public money among the various railroad companies.

During the first part of the fiscal year the service, though promptly performed, suffered from the complaints and rivalry of different corporations, and from the want of a uniform basis of compensation. The tariff issued by the Assistant

Secretary of the War Department failed to give satisfaction, and a convention of railroad managers was called by you in this city in the spring of the present year, at which a uniform tariff for military railroad service was adopted, which has been accepted by all the railroads engaged in military transportation, with the exception of the Baltimore and Ohio railroad, the Baltimore and Washington railroad, and of some railroads in Missouri, for which Congress, by special legislation, made other provision.

These several railroads have been excepted from the operations of the reduced tariff for military transportation in consequence of their peculiar situation, and the difficulty and danger attending the service within the limits of actual hostilities. Their bridges have been destroyed, their tracks torn up, their tunnels obstructed, and their engineers and operatives fired upon.

The tariff agreed upon in the convention, though one which pays expenses and some profit to the companies, is at rates below those which the companies have generally received for their ordinary business during the present season. The closing of the Mississippi and for a considerable portion of the past year of the Baltimore and Ohio railroad, two of the great outlets for the productions of the northwest has thrown upon the other avenues to the coast a trade beyond their capacity.

Under these circumstances the companies deserve due credit for the patriotic manner in which they have performed the services required of them by the government. Inexperienced officers have called upon them for transportation, military authority has sometimes been improperly called into use to compel them to do service upon insufficient, irregular, or imperfect authority and vouchers, and this has led to delay and irregularity in the settlement of their accounts.

The service has, however, in almost all cases, been performed with promptness and efficiency, and the companies have borne with patience the delays and vexations attending the settlement of their accounts, though it has not always been possible to make them acquainted with the reasons compelling the delay.

Costly as has been this service, no other mode of transportation could have collected and moved our forces in the same time, or at so little expense. Taking into consideration the cost of pay and provisions for troops so highly paid and fed as ours, the cost of marching a thousand men one hundred miles will far exceed the two thousand dollars which is paid for their transportation by railroad, the movement by rail being made in a single day, while the march would occupy many.

MILITARY RAILWAYS.

As the armies have advanced into the insurgent States, it has become necessary to take possession of and repair the railways abandoned by their owners and managers, and stripped of their equipments and partially destroyed by the rebels. Among the roads thus occupied in the east are parts of the Orange and Alexandria, of the Potomac and Aquia creek, the Richmond and York river, the Norfolk and Petersburg, Seaboard and Roanoke, Harper's Ferry and Winchester, the railroad from Beaufort to Newberne, and for a short time the Annapolis Branch railroad, and a portion of the Washington and Baltimore railroad.

In the west, parts of the Tennessee and Ohio, Memphis and Ohio, Memphis and Charleston, Central Alabama, Nashville and Chattanooga, Mississippi Central, and some others have been to a greater or less extent stocked, equipped, repaired, and run by the officers of the quartermaster's department.

The Baltimore and Ohio railroad, the Missouri railroads, and the Louisville and Nashville railroad have to a great extent made their own repairs, and have been paid for their services to the government. The roads have been guarded as far as possible during their repair and use by the troops of the United States.

The losses incident to the reverses which have in some cases attended our operations have been great. The department has lost about 400 cars and 11 engines, destroyed, captured, or shipwrecked east of the Blue Ridge. A number of engines and cars have been captured from the rebels, but probably not so many as have been lost and destroyed.

The cost of these railroad repairs has been very great, but the cost of providing and maintaining wagon trains to enable the army to dispense with them would have been much greater.

The work has been done generally under direction of officers of the quartermaster's department, or with its funds by officers specially assigned to this service. Colonel D. E. McCullum, A. D. C., and Brigadier General H. Haupt, United States volunteers, superintendents of military railroads in the east, Captain James B. McPherson, United States engineers, now Major General James B. McPherson, United States volunteers in western Tennesssee, and Mr. J. P. Anderson, in middle Tennessee and Kentucky, under the direction of Colonel Thomas Swords, assistant quartermaster general, have been specially engaged in this work, which has required great ability and energy to meet the urgent demands attending the movements of troops and their supplies.

Under the law of January 31, 1862, chap. xv, authorizing the President to take military possession of all the railroads, a general order was issued which technically assumed this military possession and rendered the railroads subject to direct military authority.

The service, however, has been performed so zealously and satisfactorily by the railroads of the loyal States, that it has not become necessary since the passage of the law actually to put this military authority into exercise over any road not within the limits of an insurgent State.

WATER TRANSPORTATION.

The numerous and important expeditions which have been undertaken by the government during the fiscal year have made heavy demands upon the funds of the department.

The expedition under command of General Sherman to the coast of South Carolina, Georgia, and Florida, which resulted in the capture of Port Royal and of the greater part of the southeastern coast; the expedition of General Burnside to the North Carolina sounds; that of General Butler to Ship island and New Orleans; and last and greatest, that of General McClellan, which transferred an army of men, with all its material of war, its artillery, cavalry, ammunition, and baggage, with their trains, from the lines in front of Washington to the lower Chesapeake, are among the most remarkable in history for the rapidity and completeness with which they were organized, and the success and freedom from accident or misfortune with which they were conveyed to their destinations. With all these expeditionary corps serving at a distance from their basis of operations, having no communication with the government at home except by sea, it has been necessary to keep up a costly transport fleet.

The army on the peninsula between the York and James rivers remained for six months in such a condition that it was decided to be improper to withdraw the transports, and they were retained at heavy cost, until, after its reverses before Richmond, it was withdrawn and transferred again to the lines in front of Washington. This operation was performed with speed and success.

The success of these movements gives striking evidence of the greatness of the military resources of the nation. During all the time these several armies have been operating in a hostile country, supplied entirely from our northern seaports with provisions, forage, ammunition, clothing, and all the necessaries of an army in the field, there has scarce been a moment when ample supplies of

every article needed for man or beast have not been within reach of the officers charged with their distribution.

The transportation of troops along the eastern and southern coast and upon the Potomac and James and York rivers has been much more costly than upon the western waters.

The powerful steamers fitted to withstand the storms of the Atlantic, consuming large quantities of fuel and constructed at great cost, have demanded and received very large prices for their services. They have generally been chartered for a certain limited period, with the right to keep them as long as needed by the government. In the expectation of a short term of service, the charters were high, in order to cover the expenses of outfit and insurance and damage done by the troops to their costly fittings. The military necessities have very generally, as in the case of the expedition to the peninsula, compelled the department to retain them in service far beyond the time at first intended.

The requisitions for transportation have always been urgent. Instant military necessities admit of no delay, and a few days or weeks only have been allowed for the outfit of expeditions which other nations would spend months in preparing. Time has not been allowed for public competition, and indeed the government has employed nearly all the available vessels, so that, taking all, there could be no competition.

Under these circumstances, and with officers, however honest, with but little experience in business of such magnitude, it is not surprising that the government has been compelled to pay largely. These steamers have, in some cases, been taken from profitable lines almost by military compulsion. The demands of the government have, in some cases, absorbed nearly all the ocean steamers of the country, and have seriously encroached upon its eastern river commerce and upon the ferries of our great cities.

In the west the closing of the Mississippi threw a large fleet of steamers out of employment, and under the excellent system pursued by the officers of the department at St. Louis, the transportation of troops in the movements upon the Tennessee and Cumberland, resulting in the opening of these rivers, and in the dispersion of the rebel force at Corinth, and in the movements down the Mississippi to Memphis and Helena, and upon the Missouri river, has been obtained at rates probably below those of any similar movement ever made.

The abundance of steamboats upon the western waters and their peculiar construction afford great facilities for the movement of troops. The boats approach the beach and land the troops, horses, artillery, wagons, and stores at almost any desired point without difficulty, while on the eastern waters the vessels are generally of such draught as compels them to make use of wharves or to remain at a distance from the beach and land by means of lighters and boats.

LAND TRANSPORT.

The land transport in the extensive marches of the army has also been a source of vast expenditure, but the supplies have been abundant. In the earlier marches the size of the trains was beyond all precedent. Regiments marched with complete equipments of heavy winter tents; officers indulged in a luxury of baggage; and camp followers encumbered the trains with their useless luggage. General order No. 160, issued by the general-in-chief, enforces a salutary reform. It reduces the allowance of wagons to a regimental train within reasonable limits; prescribes the allowance of tents and of baggage to officers and men; and assigns to certain portions of the train the duty of transporting the hospital stores, forage for the animals, and other absolute necessaries of troops in the field.

The introduction of the shelter tent for all troops in campaign, the disuse of

the Sibley tent and the wedge tent, and the reduction of the allowance of tents to headquarters and for officers, will greatly reduce the expenses, and increase the efficiency and mobility of our armies.

Napoleon asserts, and there is no higher authority, that an army of 40,000 men with a train of 480 wagons can carry with it a month's provisions. He considers that the men and the extra or led horses can carry ten days', and the 480 wagons twenty days' rations. This is at the rate of twelve wagons to a thousand men.

This applies only to an army in motion. When the army remains in one place for a length of time it consumes the forage of the vicinity, and the trains are increased in order to supply the horses of the cavalry, artillery, and of the trains themselves with forage. A horse requires nearly twenty-six pounds per day of food, while a soldier's ration weighs but three pounds.

In our armies the requisitions for transportation have been enormous. The army of the Potomac, in July, at Harrison's Landing, when less than strong, after its losses in the retreat to the James river, had wagons and ambulances, drawn by horses and mules— animals employed in the trains. In addition to these, there were cavalry and artillery horses, making horses and mules to be fed. The supply of these animals with forage, almost entirely shipped from the northern ports, was very costly. The position of the army did not allow of more than a few days' supply being landed at any time, and the vessels in which it had been shipped were kept, in some cases, for months on demurrage, at enormous expense.

This same army was moved to Washington, re-enforced, and marching to Sharpsburg, fought the battles of South Mountain, Crampton's Gap, and Antietam, and lay for some weeks along the upper Potomac. On the 31st of October, from reports in this office, its nominal strength was but so many men were absent, sick, prisoners, or absent on leave, that its effective strength is supposed not to have exceeded . It had with it wagons, drawn by animals, of which were horses, and mules.

In November the main body of the army of the Potomac had advanced to Warrenton; a large force remained on the upper Potomac, upon the communications with Washington, and within the lines of the defences of this city. The nominal strength of the army was ; its effective strength probably did not exceed . Its wagons were in number, drawn by animals, of which were horses, and mules. It had ambulances, drawn by horses. The whole number of horses and mules, cavalry, artillery, and transportation, with the army was . This is exclusive of wagons and ambulances, drawn by horses and mules, attached to the general depot of Washington, and though employed in supplying the army not attached thereto.

The army then at Harrison's Landing had, to 1,000 men, 26 wagons; at Sharpsburg, to 1,000 men, 29 wagons; when advanced to Warrenton, and occupying Washington and Harper's Ferry, to 1,000 men, about 25 wagons. Napoleon's rule was 12 wagons to 1,000 men.

The army was, at each of these periods, operating within a few miles of railroad and water communication. When at Warrenton, it occupied a country ravaged by the repeated passage of armies, and affording no supplies, not even forage.

An army moving rapidly through a cultivated country, with trains sufficient to transport only the food of the soldiers, and with only a fair proportion of cavalry and artillery, can generally find forage on its march, and with twelve wagons to a thousand men may start with between twenty and thirty days' supplies. But a four-horse wagon can transport, through a country destitute of forage, only food for its own team for from twenty to thirty days. It cannot, on such a march, transport forage for the horses of the cavalry and artillery, or of

the baggage and subsistence and ammunition trains. Had our armies been able to move more rapidly they would have needed smaller trains, and their maintenance would have been much less costly. A great part of the duty of the thousands of horses and mules with the army has been to transport their own food.

While the march of our armies has generally been retarded by the immense trains which have accompanied them, there have been some remarkable marches, which show what it is possible for troops to do under the spur of necessity or when animated by hope of victory. The march from St. Louis to southwestern Missouri, and through Arkansas to Helena, on the Mississippi; that from near Chattanooga to Nashville, and thence to Louisville and back to Nashville; the march from Cumberland Gap to Greenupsburg, on the Ohio river; the rebel march from Richmond to Frederick, and back to Gordonsville; the rapid march of the rebel cavalry in their raid into Maryland; that of General Pleasanton in pursuit, when he is said to have marched 78 miles in 24 hours, with cavalry and a battery of horse artillery; the movements of the rebel army from Chattanooga to Louisville and back to Knoxville; all show that large armies can be moved in this country without railroad or river transportation to assist them, provided they are willing to bear the privations necessary to insure success.

HORSES AND MULES.

The reports and returns received from the new and inexperienced officers, who, from necessity, have been employed in this department, are too irregular and imperfect to give, at this time, a perfectly accurate statement of the number of horses and mules purchased and issued to the army during the fiscal year.

From the statements of thirty of the principal officers, however, those who have purchased the greater part of these animals, it appears that they purchased during the year ending June 30, 1862, for the trains, and for the cavalry and artillery service, 109,789 horses, and 83,620 mules. Between the 30th June and the 30th September, 1862, these same officers purchased 36,764 horses and 17,515 mules. The number thus reported during the last fiscal year and the first quarter of the new fiscal year is, then, of horses, 146,453; of mules, 101,135. Total, 247,678.

The number procured through other agents, or by officers in the field purchasing or seizing animals to supply losses in campaign, with those captured from the rebels, will swell the total to over a quarter of a million of horses and mules.

The consumption of horses has been very great. Mules bear the exposure and hardships of the campaign much better than horses, and they are used to a great extent in the trains. For cavalry and artillery, however, horses are indispensable.

The census returns of 1860 show a total of 4,688,678 horses and 454,081 mules in the loyal States.

The price of horses and mules, as determined by proposals received on public advertisement, has not generally advanced since the commencement of the war. The withdrawal of labor from agricultural employment, the disturbances in Kentucky and Missouri, which have diminished the security and increased the cost of supporting this species of property have had a great effect in keeping down the price.

Ignorance and carelessness of raw soldiers waste our horses; but it is believed that the quality of the animals supplied is quite as good as in any other army.

A copy of the printed specifications now used accompanies this report. The horses are bought upon contract after due public notice, whenever the demand for instant supply is not so urgent as to make purchase in open market imperative.

After every battle and every considerable march, great numbers of horses are turned into the depots as disabled, and urgent requisitions are made upon the department for remounts as essential to the efficiency of the troops. Of the disabled horses many die; many prove on inspection to be incapable of recovering in such a time as to be worth the expense of keeping them; these are sold. Those which, by good feeding and careful attention, can be recruited are kept in the depots, and issued for use in the army when again fit for the service.

WAGONS.

During the fiscal year over 20,000 wagons were purchased and issued to the various armies.

The greater part of these wagons are built after a model adopted by the quartermasters' department some years since, and long used in the service of the western wilderness. Their severe trial in the late campaigns and marches has shown that they are strong and durable and well adapted to the purposes of army transportation.

AMBULANCES.

About 2,500 ambulances were purchased and issued by the principal officers of the department during the fiscal year.

It is the duty of the quartermasters' department to provide these vehicles, which are to be made after models adopted by the medical department.

The models in use before the outbreak of war proved too light and frail for service, and have been condemned. The ambulance first made in Wheeling appears to have most nearly met the requirements of the service, and lately large numbers of these have been constructed. Other models are under consideration by the medical department, and a few ambulances have been ordered from these models for trial in actual service.

MEDICAL TRANSPORT CARTS.

The model established for this use before this war has failed in service. On the requisition of the medical department a number of wagons with dispensing cases and operating tables, designed by Mr. Anteureith, have been constructed and are in use. Other styles are under consideration by the medical authorities. In the meantime medical stores are generally transported either in the common army baggage wagons or in the ambulances.

The appropriations for transportation for the fiscal year were..	$53, 101, 954
That for cavalry and artillery horses..... ...	17, 075, 540

TENTS, BARRACKS, AND QUARTERS.

The scarcity of cotton has very much increased the cost of tents. The number provided during the year has been stated in another part of this report.

The Sibley tents provided during the year could accommodate 635,880 men.

The common tents could accommodate 353,675 men.

The shelter tents could accommodate 171,312 men.

In addition to these, large quantities of blanket tents have been issued.

The hospital tents provided during the year would cover, at six to a tent as many as in practice are put into them, 33,108 men.

The French soldier uses only the shelter tent. Whenever encamped for any length of time, he is required to construct huts of small stakes, wattled with brush or straw, and thatched. The walls, for winter use, are plastered with clay mortar.

Such an encampment can be constructed by the troops in eight days, and will last, with occasional repairs, for eight years. The attempt is being made to introduce this practice among our soldiers, who, from their skill in the use of the axe, and the abundance of suitable timber, can construct huts with great facility.

Such camps are drier, better ventilated, and more healthy than tents during inclement weather.

The tent is so quickly cooled, if opened at all, that it is kept close and ill ventilated; and the troops in tents during last winter suffered severely from typhoid and similar fevers, which would have been much less prevalent had they been hutted.

Temporary barracks and stables have been constructed of lumber in almost all the loyal States for the assembling and organizing of the volunteers and militia. No permanent barracks have been built during the year.

PORTABLE MILLS.

When General Lane projected an expedition through the country west of the Missouri State line, he called for a supply of portable mills for grinding corn. Two hundred were provided and sent to Fort Leavenworth. The expedition was abandoned, and fifty of these mills have been sent to the army of the frontier in southwestern Missouri. The remaining one hundred and fifty are on their way to General Rosecranz's army in Tennessee.

It is very desirable to introduce into the army a portable mill capable of grinding wheat into good flour. With these, in a large part of our country, the troops, finding supplies of wheat in the stack or in the granaries, could prepare their own flour, and thus the great difficulty of providing bread would be overcome. The transportation of hard bread requires a large train, whose animals consume the forage which could otherwise be used by the artillery and cavalry horses, and thus movements are impeded and operations retarded or prevented altogether.

No portable mills have been made in this country suitable for grinding wheat flour; but it is stated by French authorities that such mills, weighing not over twenty-five pounds, producing, by the labor of a single man, twenty or thirty pounds of good wheat flour per hour, were in use among the peasantry of France in 1812 and 1813. In the "Bulletin de la Société d'Encouragement" of Paris for 1812 and 1813 are drawings of these mills, of which Napoleon caused five hundred to be constructed in 1812 for the Russian campaign, and with which, under Marshal Marmont, the army in Portugal supplied itself with flour and bread for six months during the campaign of 1812.

Four hours suffice a French soldier to construct an oven by excavation in the earth, or with the materials from a cottage wall, in which bread is baked in two hours after its completion. Thus at every bivouac flour is prepared and bread baked.

Beef cattle driven with the army would supply the only other essential part of the ration, and for a campaign of a few weeks little else would be needed.

The introduction of this system into our army would greatly diminish its cost, and by increasing its mobility increase its efficiency.

HOSPITALS.

It is the duty of the quartermaster's department, in consultation with the medical department, to provide the hospitals for the sick and wounded. With so large an army actively operating the number of sick and wounded has been very large. It has been difficult to provide for their accommodation. It has been necessary to erect a great number of hospitals in great haste to prevent

great suffering. At one time the department employed in the transportation of the sick, from the army of the Potomac alone, a fleet of seven powerful steamers and three large sailing ships. The churches of Washington and Georgetown, and many public halls, seminaries, and hospitals in different cities have been taken and fitted up as hospitals. In addition to these, the temporary barracks and stables occupied last winter by the army encamped around Washington have been fitted for the reception of the sick and wounded. There have also been constructed in the District of Columbia, at Point Lookout, at Fortress Monroe, at Baltimore, Cumberland, Frederick, Philadelphia, New York, Portsmouth Grove, at Gallipolis, Evansville, and other points on the western rivers, extensive hospitals. One at Philadelphia, containing nearly three thousand beds, is one of the largest in the world.

The new buildings are constructed of wood, upon plans furnished by the surgeon general. They were generally built during the warm season, in urgent haste, to provide for the shelter of thousands of sick and wounded victims to the campaign, and they have required extensive alterations in order to fit them for use during winter.

The number of men sheltered in hospitals provided by the department has probably, at times, been nearly one hundred thousand. During the warm season many of them were treated in camps of hospital tents, and it has not even yet been possible to provide better protection for all who need it. There are still several hospital camps in the District of Columbia.

CLOTHING.

When the rebellion first compelled the government to call out a large force, the stock of clothing on hand in the arsenals, being intended only for the supply of the regular army, about 13,000 strong, was inconsiderable. The manufacture of cloth and materials of army clothing occupied but few of the factories of the country, and the stock of clothing and material was at once exhausted. There was great difficulty in supplying the large force suddenly raised. The organization of this department did not furnish enough officers of experience to provide and distribute to all parts of the country the necessary supplies. The mills, which were at once set to work upon army goods, could not manufacture fast enough to clothe the troops. There was a great scarcity of suitable blankets, and army cloths and under garments.

The troops being received generally through the State authorities, these authorities were engaged to assist the department in providing the necessary supplies. Large importations were made by merchants, and the goods thus imported were bought by the State authorities and by the quartermaster's department, and manufactured by contract or in the establishments of the department into clothing. As the cold weather approached, the troops, in some cases, for a time, suffered for want of overcoats and blankets. Under these circumstances, and to supply the immediate and absolute necessities of the suffering troops, large quantities of such materials as could be found in the market in the hands of dealers and manufacturers—materials manufactured for the ordinary clothing of the people—were purchased and made up. In some cases these articles were redyed, of the uniform colors, light and dark indigo blue; but the greater part of the gray, brown, and black cloths purchased were made up in those colors. For a time they were gladly received, and they prevented much suffering; but these materials were inferior to the army standard goods. When the troops came in contact with the enemy on thickly wooded fields mistakes occurred. The rebel forces were generally clothed in gray, and our own troops, in some cases, fired into each other. This caused orders to be issued, both by the eastern and western commanders, prohibiting the issue or use of clothing of any but the established uniform colors, light and dark blues.

As fast as uniform clothing could be obtained the irregular clothing was withdrawn from service. A great prejudice now exists against it, and the department has been the subject of unjust criticism for its action in the matter. The material was undoubtedly inferior to the excellent army cloths, and in making the immense purchases required the officers of the department were in some cases imposed upon by unscrupulous dealers and unfaithful inspectors. But the troops were clothed and rescued from severe suffering, and those who saw sentinels walking post about the capital of the United States in freezing weather in their drawers, without trowsers or overcoats, will not blame the department for its efforts to clothe them, even in materials not quite so durable as army blue kersey.

There is still on hand a considerable stock of this clothing, which it has been thought better to keep in store than to sacrifice at auction. It is used for gratuitous issue to soldiers in hospital, who have lost their clothing in consequence of wounds or disease. Some of it has been issued to prisoners of war in distress, both rebel prisoners and our own men released on parole, and some of it to negroes employed in the army. In time it can all be disposed of in these modes, and in the chances of war it is not impossible that this reserve of irregular clothing may yet prove of value to some portion of the armies in the field.

The principal depots for the purchase and manufacture of clothing have been at Philadelphia, under charge of Colonel G. H. Crosman, assistant quartermaster general; at New York, under charge of Lieutenant Colonel D. H. Vinton, deputy quartermaster general; with a branch at Boston, under Captain W. W. McKim, assistant quartermaster of volunteers; at Cincinnati, under Captain J. H. Dickerson, assistant quartermaster; at Louisville, under Colonel Thomas Swords, assistant quartermaster general; at Indianapolis, under Captain J. A. Ekin, assistant quartermaster of volunteers; at St. Louis, under Colonel Robert Allen, quartermaster; at Detroit, under Captain G. W. Lee, assistant quartermaster of volunteers; at Springfield, Illinois, under Captain W. H. Bailhache, assistant quartermaster of volunteers.

The quantities of clothing and materials, and of camp and garrison equipage, on hand on the 30th of June, in the principal depots, are given in a tabular statement accompanying this report.

About 620,000 suits of coats and trowsers were at that time on hand, with some 3,000,000 yards of uniform cloth. The stock of under garments, of overcoats, of blankets, and of other articles, though large, was not so full as that of coats and trowsers. Overcoats and blankets are supposed to last much longer than most other articles of clothing, but, owing to the improvidence of inexperienced troops, the destruction and loss and waste of these articles has been extraordinary, and the department has found it difficult to keep up the supply, which has been beyond all allowances fixed by regulations from the experience of the regular army in time of peace. It has been reported that 800 overcoats have been picked up in the rear of a regiment on the march, thrown away by the men in consequence of the heat of a spring day, which was followed in a few days by cold rains, in which the troops suffered severely for want of the garments thus carelessly discarded. The call of the President, in July, for 300,000 volunteers and 300,000 drafted men, at once removed from the depots, and required the distribution over the whole country to the various recruiting camps and stations, of the whole stock reported on hand at the end of June.

From the partial returns of the principal depots there appear to have been purchased and manufactured, during the fiscal year, the following quantities of the principal articles of clothing and camp and garrison equipage:

Overcoats	1,281,522
Uniform coats	1,446,811
Trowsers	3,039,286

Blankets	1,458,808
Boots and shoes	3,446,520
Sibley tents	42,392
Wall tents	24,500
Hospital tents	5,518
Common tents	70,735
Shelter tents	85,656

The price of clothing has advanced during the year, but it was found during the summer that the prices of shoes, shelter tents, and garrison equipage manufactured at home did not exceed the cost of importation from France, free of duty, but including the cost of exchange.

During the early part of the fiscal year a purchase was made of a considerable stock of clothing and equipage from France. It was purchased from the contractors who supply the French army, at the price of their contracts with the French government, and was made of the material used in the French army. Its cost varied but little from that of the uniform clothing and equipage manufactured in this country. The quality of the material was excellent, the clothes were well made, and the equipage, cooking utensils, &c., were admirable in design and manufacture. The cost was about fifty dollars per man for each set of equipments, including clothing, shoes, shelter tents, blankets, cooking utensils, knapsacks, and cartridge boxes and belts.

The French army expenses during the year ending March, 1862, were $85,150,000. The French army is about 630,000 strong. On the 1st January, 1860, it had under arms 550,994 men; on furlough, 64,471 men; in reserve, 11,017 men; total strength, 626,482 men.

The year preceding March, 1862, was a year of peace with the French empire, but the great disproportion in the annual cost of the French and American soldier shows that there is much to learn in this country in the economy of war.

There appears to be little difference in the cost of the first outfit and equipment of a soldier in France and in America. But the pay and rations of the American and French service are very different, and the inexperienced American wastes clothing, food, and equipment, which must be again supplied by the government, at any cost, in order to preserve his health and efficiency.

In battle the losses of our equipment have been very large. Knapsacks are piled, blankets, overcoats, and other clothing thrown off, and, whether victorious or defeated, the regiments seem seldom to recover the property thus laid aside.

The appropriations made upon estimates of the regulation allowance for regular soldiers have proved insufficient for the clothing and equipment of the volunteer army, and large estimates of deficiencies have therefore become necessary. The total appropriation for clothing and camp and garrison equipage for the fiscal year was $54,589,983 79.

MILITARY BRIDGES.

When a portion of the army was operating in the mountain region of Virginia, calls were made upon this department for equipage of bridges suited to mountain streams.

With a view to providing a very light and portable bridge equipage for transportation over mountain roads, I caused to be prepared three complete sets of equipment for the construction of suspension bridges of wire rope.

This equipage is suitable for bridging streams with steep and high banks. The cables can also be used with advantage, in place of trestle-work, to support scaffolding in the repair of railroad bridges with high piers of masonry, when, as is usually the case, the piers have not been destroyed with the bridge.

Upon the Shenandoah and the Rappahannock these bridges have been used during the present campaign.

OFFICERS OF THE DEPARTMENT.

To the officers of this department are committed most important duties, the proper discharge of which requires zeal, integrity, industry, and intelligence of a high order, and which involve heavy pecuniary responsibility.

More than one captain in the quartermaster's department disburses millions annually, and has on his rolls the names of thousands of persons.

The purchase of forage, horses, and other supplies for the army involves vast expenditure, in which, with the greatest attention and industry, there is a liability to error and pecuniary loss.

Some of those officers who have had the most responsible stations and the most laborious duties are still in the rank of captains, while their companions, who have served no longer and not more faithfully or more usefully in the war, have received promotion.

I called attention in the last annual report of this department to the subject, and I again remind you of the claims of these deserving public servants.

House bill No. 523, which passed the House of Representatives on the 9th of July last, and which is among the unfinished business of the Senate, provided for a much needed increase to the quartermaster's department, which would at the same time give the reward of promotion to several of its experienced and faithful officers. It is very desirable that this bill should become a law.

Such services as have been rendered by the officers of this department deserve recognition and acknowledgment.

Upon the faithful and able performance of the duties of the quartermaster an army depends for its ability to move. The least neglect or want of capacity on his part may foil the best concerted measures and make the best planned campaign impracticable. The services of those employed in the great depots in which the clothing, transportation, horses, forage, and other supplies are provided are no less essential to success, and involve no less labor and responsibility, than those of the officers who accompany the troops on their marches and are charged with the care and transportation of all the material essential to their health and efficiency.

The quartermaster's department is charged with the duty of providing the means of transportation by land and water for all the troops and all the material of war. It furnishes the horses for artillery and cavalry and for the trains; supplies tents, camp, and garrison equipage, forage, lumber, and all materials for camps; builds barracks, hospitals, wagons, ambulances; provides harness, except for artillery and cavalry horses; builds or charters ships and steamers, docks and wharves; constructs or repairs roads, bridges, and railroads; clothes the army; and is charged generally with the payment of all expenses attending military operations which are not expressly assigned by law or regulation to some other department.

These duties have been efficiently performed during the fiscal year. With a great number of new and inexperienced officers, necessarily appointed, there have of course been errors, irregularities, and waste. But, on the whole, the army has been well provided for, and its operations have not been delayed by inefficiency or failure on the part of the officers of this department to provide the means of movement.

The army of the Union has been slow to learn the inevitable necessities of success. It was long before, in its tenderness for the rights of property, it began to avail itself fully of the resources of the country in which it operated. The horses, hay, and grain of the rebellious States were spared by our troops, though freely at the service of the insurgents. The government, at enormous

expense, brought these materials of war, as available for its use and as essential to its success as ammunition and arms, from the extreme northeastern and northwestern States to the rich valley of the Shenandoah.

Taught by experience, in the later movements the armies have begun to live, to some extent, upon the country in which they move; thus, though not making war support war entirely, in some degree lightening the burden upon the treasury, and diminishing the enormous consumption necessary to support the trains employed in transporting forage and provisions from the loyal States.

The introduction of the portable mills described in a former part of this report would still further reduce the expense and difficulty of supporting the army in many districts.

The instructions of this department to its officers, under the President's order to the armies to make use of the products of the country in which they operate, are to give certificates of the kind and quantity of all such supplies taken for the use of the army, payable at once, if known to be property of loyal men, and if not of loyal persons, then payable after the suppression of the rebellion on proof that the owner has not given aid or comfort to the enemies of the United States after the date of the receipt.

All property thus taken the officers are instructed to take up upon their returns, and to account for as other property purchased and issued is accounted for.

Considering the extent of the operations carried on by the army, on a front of over twelve hundred miles, from Norfolk to Nebraska and Arkansas, and even to New Mexico and Arizona, with expeditions of from ten to twenty thousand men operating at points on a coast of two thousand miles, from the Chesapeake to New Orleans, it is a matter of just pride that the troops of the Union have been well supplied at every point. For a short time after the commencement of hostilities the rush to arms was such that the manufacturers of the country, not having yet turned their machinery upon army goods, were unable to supply clothing fast enough. There was some suffering for want of overcoats and warm blankets at the opening of the last winter, and some troops, occupying positions in the centre of the Alleghanies, when cold and rains made the roads impracticable, where no forage was to be found for horses or mules, suffered for a time from want of necessary clothing. Great exertions, in which the department received valuable aid from the governors of some of the States, overcame this difficulty after a time, and since then there has been no call which has not been promptly met.

Much difficulty has been feared in dealing with the colored population in the southern States. Thus far this department has not been oppressed with them. In the field operations in Virginia the supply of able-bodied negro labor has not exceeded the demand. It has rather been difficult to fill the requisitions for such labor.

Upon fortifications, as drivers of teams and ambulances, as hostlers, as laborers in the quartermaster's department, repairing railroads and military roads, all who have offered have found ready employment.

The labor of able-bodied men, with that of women able to wash for the hospitals, has supported all who have come directly under charge of this department upon the Potomac.

At Harrison's Landing, a body of a thousand negroes, organized by Colonel Ingalls into gangs, were most effective in landing stores from the transports, bearing fatigue and exposure in that unhealthy climate much longer than the white soldiers and laborers, who soon broke down alongside of them. Their assistance was there of the greatest value to the army.

On the southeastern coast, large numbers of them were employed by the quartermaster's department in the necessary labor of the posts. This left the more costly soldier to his purely military duties, and enabled him to preserve

his health and acquire that proficiency in drill and the use of arms which has made the troops of the department of the south so efficient on every field.

Much of the crop of cotton standing in the fields of the sea islands captured by the expedition under General Sherman and Admiral DuPont, was saved by the labor of negroes, to whom a small compensation was given; and during the past season those not employed directly by the department have cultivated, under the direction of agents of the treasury, and lately of the quartermaster's department, several thousands of acres in cotton, corn, and vegetables.

The cotton first saved was sent to New York and sold by the quartermaster's department. The Treasury Department, at a subsequent period, taking charge of this business, the proceeds of the sale were transferred to that department, under whose direction the later sales were made.

The quartermaster's department has filled some requisitions for clothing and supplies for these people, but the demands upon its stores have not been large.

At Key West the negro laborers have been of great value in the work of the department, and indeed at all points of the coast they have been a much needed aid to its operations.

From New Orleans the chief quartermaster of the department of the Gulf reported that negroes were flocking into the lines in such numbers as to threaten serious embarrassment. He estimated that by Christmas there would be nearly, if not quite, fifty thousand refugees within the lines. As the whites themselves of New Orleans, owing to the strict blockade of the rebels at Vicksburg, and the absence of the able-bodied men in the ranks of the rebellion, were in a state of destitution, which compelled the general commanding to feed many thousand at the expense of the government, this threatened a grave difficulty.

He was advised that the only resource appeared to be the conquest of a greater territory upon which these refugees could be located and permitted to cultivate their own food.

There was at that time but little land suited for such a purpose within secure possession of the army. The expedition organized by General Butler and sent out under command of General Weitzel, which has recovered possession of some of the finest lands in Louisiana, extending for eighty miles along the railroad to Berwick's bay, has, however, opened a country of sufficient extent to afford the means of living to all such persons who may not find profitable employment in the service of the United States.

A rich crop of cane is reported to be decaying for want of labor, which the refugees in New Orleans, if properly governed, can at once supply; and the cultivation of the soil will afford them occupation and sustenance.

I am informed by Colonel Shaffer, chief quartermaster of the department of the Gulf, that many troops, both white and black, are now being raised in Louisiana for the United States. Some of them did service in co-operating with General Weitzel's expedition, which has resulted in breaking up an important route of supply for the rebellion, and recovering a valuable district to the Union.

In Southwestern Tennessee and in Northern Mississippi it is reported that as the army under General Grant advances, large numbers of refugees flock into his lines in search of protection and freedom. The crops stand ungathered, and he has ordered them to be employed in picking the cotton which is ready for harvest.

At sixty cents per pound their labor will not prove unremunerative, and the government can well afford to secure this much needed staple at the wages—ten dollars a month and a ration—established by the law of July 17, 1862.

An expedition destined to break up some of the salt works which line the rivers and bays of Georgia and South Carolina has lately shown, on a small scale, that some at least of the refugees of the south can do good service as soldiers. A small force traversed many miles of river and coast, destroyed

many salt works and a large number of teams and wagons engaged in supplying the rebels, drove in the pickets and defeated the enemy wherever met, and returned with a result singular in this contest—the number of armed men engaged in it, notwithstanding some loss in action, more than doubled before its return. The refugees readily entered the ranks of the loyal troops and fought at once for those who had given them liberty.

With all the people of the southern States as united, through choice or military compulsion, as the whites are asserted to be, it might well be doubted whether so great a rebellion, extending over so vast a territory, could be put down. But, as in the great rebellion in India, the people are of more than one race, and the task before the country, if proper use is made here as there of the aid of all who are loyal, all who are willing to contend on our side, will be lightened by their divisions.

The rebellion does not cover a wider territory, is not more barbarous and ferocious, is not supported by stronger prejudices of race and caste, does not embrace a greater or more united population, is not better supplied with arms or fortified by climate, and had not at its commencement a larger body of trained soldiers than that which only a few years since our cousins of Great Britain put down, though separated from their chief seat of power by two continents and half the ocean. This lies at our doors, assailable along a frontier by sea and land of three thousand miles, everywhere under our control.

Great Britain looked not at the color of the recruit; she accepted the aid of every offered arm, and was successful. Courage, resolution, and wisdom will accomplish in the west what they did in the east.

Our people are being slowly schooled to arms, and the war, thus far singularly free from the outrage which in other countries has attended civil commotions, begins at length, by its inevitable destruction of property and life, to bear upon the territory we occupy with a portion of the fearful weight necessary to crush rebellion.

The labor of the colored man supports the rebel soldier, enables him to leave his plantation to meet our armies, builds his fortifications, cooks his food, and sometimes aids him on picket by rare skill with the rifle.

In all these modes it is available to assist our army, and it is probable that there will be less outrage, less loss of life by freeing these people, if put under strict military control, than if left to learn slowly that war has removed the white men who have heretofore held them in check, and to yield at last to the temptation to insurrection and massacre.

Had the government been prepared to meet promptly, with the overwhelming force which the loyal States could have supplied, the first rebel armies, the rebellion might have been crushed without a long and desolating war, and without disturbance of the relations between the two races in the south.

That time is past; the destruction of the rebel armies, and the gradual occupation of the country by fortifying and garrisoning its chief strategic and commercial points, are the only conclusion to the war.

In this work the loyal inhabitants of the country, white or black, must be compelled to assist, and it is impossible to cast aside the millions of recruits who will offer themselves for the work, accustomed to the climate, inured to labor, acquainted with the country, and animated by the strong desire not merely for political but for personal, liberty.

Respectfully submitted.

M. C. MEIGS,
Quartermaster General.

To the SECRETARY OF WAR.

REPORT

OF

THE POSTMASTER GENERAL.

POST OFFICE DEPARTMENT,
December 1, 1862.

SIR: The condition and operations of this department, for the fiscal year ended June 30, 1862, are shown in the following report. I also suggest therein some modifications of the existing postal laws for the improvement of the service.

FINANCIAL CONDITION.

It gives me much pleasure to report a great improvement in its financial condition, as compared with several preceding years. The gross revenue for the year ending June 30, 1861, was $8,349,296 40, which embraced the revenue from all the southern States for a large portion of that year.

Notwithstanding the cessation of revenue from the so-called seceded States during the last fiscal year, the increase of correspondence of the loyal States has been such as to produce a gross revenue of $8,299,820 90, or only $49,475 50 less than was derived from all the States of the Union in the previous year.

The expenditures show a still more favorable result. In the fiscal year 1861 the gross amount expended was $13,606,759 11. In the fiscal year 1862 the expenditures amount to $11,125,364 13, showing a decrease of $2,481,394 98 in the expenses as compared with the last year, and of $3,749,408 76 as compared with the fiscal year 1860. The deficiency in the department for the fiscal year 1861 was $4,551,966 98. The deficiency for the fiscal year 1862 is reduced to $2,112,814 57, including among the receipts in both cases the standing treasury credit of $700,000 for free mail matter.

APPOINTMENT OFFICE.

DUTIES.

The appointment office not only has supervision of the appointment and regulation of all postmasters, and the establishment and discon-

tinuance of post offices, but also the distribution of blanks, wrapping paper, and twine to all post offices; the supervision of pay of clerks in post offices; of allowances for furniture of post offices; of extra allowances to postmasters under the acts of Congress; of the appointment and pay of special agents, route agents, local agents, and blank agents; and of baggage-masters in charge of mails; of the foreign mail transportation and foreign correspondence, together with some other miscellaneous duties.

NUMBER OF POST OFFICES.

The whole number of post offices remaining established on the 30th June, 1862, including the suspended offices in the insurrectionary States, was 28,875, showing an increase, as compared with the preceding year, of 289. Of these, 426 have the rank of presidential appointment, and 28,449 are filled by appointments of the Postmaster General. Their classification by States is shown in the appendix, (No. 1.)

CHANGES IN 1862.

The whole number of cases acted upon during the last fiscal year is 7,785; and the number of postmasters changed, from all causes, during the year, is 7,102. The number of resignations has been unusually large, owing to the patriotic disposition of these officers to engage personally in the military service of the country. Further information touching the classification and location of post offices, and the changes made in different States and Territories, will be found in the tables (Nos. 2, 3, 4,) appended to this report.

POSTAL AGENCIES.

At the close of the preceding fiscal year, 1861, the number of special agents employed regularly in the service was 16, whose salaries amounted to $26,500. At the close of the fiscal year 1862 the number was 15, reducing the amount of salaries to $24,900. I have since discontinued another agency, reducing the number to 14. But I also employed, under the late act of Congress, three temporary agents, at a salary of $1,200 each, only two of whom continue in the service. They are appointed from time to time for short periods, and to meet special exigencies of the service.

My last annual report stated the number of route agents in 1861 at 392. The number on the 30th June, 1862, was 377. That branch of expenditure has been thoroughly revised, resulting in a reduction from the preceding year of $22,026. The number of baggage-masters appointed in charge of mails has been increased from 50 to 74; but owing to a revision and equalization of their pay, the total expense has, at the same time, been reduced from $6,180 to $4,815.

The total reduction in rates of pay of the several classes of mail agencies, as compared with the rates of the previous year, appears

to be $25,663. The details of these changes appear in an exhibit appended to this report, (No. 5.)

FOREIGN MAILS.

The civil troubles agitating this country have caused a large reduction in the amount of foreign postages accruing during the last fiscal year. The table (No. 6) appended to this report shows the details of the service between this and the several foreign postal departments. The total reduction in receipts from foreign postages is $217,940 88.

PAYMENT OF FOREIGN BALANCES.

Under existing arrangements the payment of balances is made at the cost of the remitting country. A more just arrangement would require the department receiving payment to pay the exchange, if any, as a charge of remittance, the collecting country standing rather as an agent collecting the balance to be remitted at the cost of, and in the manner directed by, the beneficiary. I have directed a correspondence upon this subject for the purpose of establishing that principle of adjustment. Under the present system this department suffers a net deduction from its own domestic revenues to defray the cost of its remittances to foreign departments of the balances due to them. I trust a more equitable arrangement may be established by a mutual effort for a just principle of settlement.

It is also apparent that the prevailing arrangement operates to the detriment of the prepaying country, wherever postmasters and post office expenses are paid by commissions upon the amount collected; for our estimated commission of 40 per cent. goes to cover expenses in this country, while we remit the entire amount to the creditor country, which, so far as it has the same system, makes the entire collection without any of the expense it would incur if the collection was made at home. It thus renders the post payment of postage of pecuniary advantage to each country having the system of defraying expenses by commissions. In effect, it costs this department (approximately) $40,000, besides the premium for exchange, to collect and remit every $100,000 of balances due to foreign countries.

To correct the inequality of this system, I am ready to adopt the rule of absolute prepayment of all foreign postages, where such prepayment is practicable; or, in the alternative, to agree upon a precise abatement of a percentage upon the ascertained balances, as the estimated equivalent of the cost of collection. I am also willing to adopt the general rule of remitting balances under direction and at the cost of the creditor department.

STATISTICS OF THE FOREIGN SERVICE.

The total cost of the United States transatlantic mail steamship service during the year was $319,393 94. Of this amount $33,509 70½ was earned by American steamers, performing five outward and seven inward passages, for the sea and United States inland postages; and

285,884 23½ by foreign steamers, performing 138 outward and 135 inward passages, for the sea postage only.

The aggregate amount of postage on the mails exchanged with the British North American provinces during the year, was $177,753 51; of which $95,123 33 was collected in the British provinces, and $82,630 18 in the United States. Excess in favor of the British provinces, $12,493 15.

The United States postages on the West India mails amounted during the year to $50,956 60; of which sum $41,546 28¾ have been paid to the owners of the steamers performing the service to and from Havana and other West India ports. The mails have also been conveyed by steamships to Key West and New Orleans for the postages, as compensation for the service; four outward and two inward trips having been performed between New York and New Orleans from May 28 to June 30, 1862, at a cost of $1,304 21; and one inward and three outward passages between New York and Key West, from May 31 to June 30, 1862, at a cost of $942 40.

The mails to and from Mexico having been forwarded and received by way of Havana, the United States postages thereon are embraced in the amounts reported for the West India mails.

The correspondence between the United States and Central and South America, including also Acapulco, Mexico, has been regularly conveyed by the California line of steamers *via* Panama, under an arrangement made with Cornelius Vanderbilt, esq., he receiving the United States postages thereon as compensation for the service. The cost of this service amounted during the year to the sum of $17,912 91.

POSTAL TREATIES.

Postal conventions have been concluded with the governments of Mexico and Guatemala, respectively, copies of which are annexed, (Nos. 7 and 8.)

MEXICO.

The convention with Mexico was negotiated by our minister to that country, approved by the Senate, and finally proclaimed by the President. Its provisions are very simple, establishing a sea rate of postage between the two countries, both for letters and printed matter, to be collected and retained by the country despatching the mails, in addition to its regular domestic rates, and the country receiving the mails is to levy and collect its regular domestic rates on delivery, thus avoiding any postage accounts between the respective post office departments. It makes no provision, however, for establishing and maintaining a line of packets for the regular transportation of the mails between the two countries.

GUATEMALA.

The convention with Guatemala was negotiated and concluded between this department and the postal authorities of that repub-

lic, and came into operation on the 1st of September last. It also dispenses with accounts between the respective post office departments, each country being required to levy and collect its own postage only at the rates established by the convention, embracing therein the sea rate. Provision is made for the regular conveyance of mails by way of the Isthmus of Panama, the United States undertaking the cost of service between New York and Aspinwall, and San Francisco and Panama, while Guatemala undertakes the isthmus and remaining sea transportation.

COSTA RICA.

The postal convention recently concluded with Costa Rica and approved by the Senate has not been ratified by the Costa Rican government, for the reason that it was found impossible to harmonize its provisions with a recent postal law enacted by the congress of that republic.

GREAT BRITAIN.

Additional articles to the United States and British postal convention have been agreed upon, establishing an exchange of mails between the offices of Boston and Southampton by means of the United States mail packets plying between New York and Southampton. A copy thereof is annexed, (No. 9.)

GERMAN POSTAL UNION.

Negotiations are pending for a new postal convention with Prussia, embracing the states composing the German Austrian Postal Union, which, if concluded, will reduce the existing international postage charges upon letters in the closed mails from 30 to 22 cents the single rate, and admit into the mails not only newspapers but all other kinds of printed matter at moderate postal charges. It is also proposed to change the present system of accounting upon the correspondence exchanged in the closed mails, so as to account by weight of the letters, and in bulk, instead of by the single rate, and thus simplify and expedite the distribution and delivery of mails at the receiving offices. This important proposed reduction of postage between the United States and the German Postal Union will result from a reduced Atlantic sea rate upon the closed mails exchanged with Prussia, *via* the United Kingdom, of 12*d.* (24 cents) per ounce for letters, and 5*d.* (10 cents) per pound for printed papers, whether conveyed by United States or British mail packets; with a further agreement with the British post office to reduce the charges for the territorial conveyance of all closed mails sent by the United States through the United Kingdom, or by the United Kingdom through the United States, to an uniform rate of 4*d.* (8 cents) per ounce for letters, and 5*d.* (10 cents) per pound for printed papers.

BRITISH RATES.

The expectation offered in my last report of a reduction of the letter rate of postage between this country and the United Kingdom from 24 to 12 cents, I regret to state, has not been realized; my formal acceptance of this reduced rate for international letters proposed by the British post office in February, 1857, having failed now to receive the concurrence of that office. The British department states in reply that it is not disposed to agree upon any reduction of the international letter rate, until the existing contract entered into by it for the North American mail service terminates; and this contract has about six years to run. The non-concurrence of the British office in my acceptance of its proposition was not anticipated, and is placed upon such grounds as to leave no opening at present for the further prosecution of the negotiations.

INTERNATIONAL POSTAL CONFERENCE.

Our international mail system is extremely loose and defective. There is no common standard weight for the single rate. There is no common rate for the sea transit, or for overland transit. The inland transit rate upon domestic correspondence furnishes no rule for overland transit of foreign correspondence.

Rates upon closed mails are not uniform by distance, or by other common rule, and they vary greatly according to the route of carriage.

The whole foreign system, as now established, is too complex to be readily understood by postmasters, and many mistakes and unfortunate delays arise from its complexity. I had little hope of remedying these evils except by a general congress of postal representatives, practically acquainted with their respective systems, and predisposed to facilitate the international, social, and commercial correspondence, by which national prosperity is so much affected.

Accordingly, I opened a correspondence through the State Department on the 4th of August last; and several replies have been received, all of which are favorable, and consent to the project. If the representatives to the proposed congress shall engage in its objects, recognizing the fact that postal arrangements, as compared with the great interests of commerce and of national intercourse, are auxiliaries and not principals, I shall hope for the best results. Should the other countries which have been invited to co-operate approve of the object of the conference, many desirable improvements may be introduced which it will be difficult, if not impossible, to secure without concert of action. The subjects to be submitted by this department for the consideration and action of the proposed conference are stated in my letter of the 4th of August last to the Secretary of State, a copy of which is appended to this report. (No. 10.)

CONTRACT OFFICE.

DUTIES.

The contract office is charged with the conduct of mail lettings, and all contracts and allowances for inland mail transportation, with the mail messenger service; the supervision and regulation of mail contractors, and the routes of mail transit, including distributing offices; and with the increase and diminution of service on mail routes.

TRANSPORTATION STATISTICS.

Table A (No. 11) exhibits the service as it stood on the 30th of June last in the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Ohio, Western Virginia, Michigan, Indiana, Illinois, Wisconsin, Iowa, Missouri, Minnesota, Kentucky, California, Oregon, Kansas, and the Territories of New Mexico, Utah, Nebraska, Washington, and Colorado, at which time there were in operation in those States and Territories 5,900 mail routes, the number of contractors being 5,338. The length of these routes was 134,013 miles, and the mode of service divided as follows, viz:

Railroad	21,338
Steamboat	5,647
With "celerity, certainty, and security"	40,329
Coach	19,958
Inferior modes	46,741

The annual transportation of mails was 53,432,525 miles, costing $5,853,834, divided as follows, viz:

Railroad	22,777,219	at	$2,498,115,	about 11	cents a mile.
Steamboat	2,013,719	"	298,245	" $14\frac{8}{10}$	"
With "celerity, certainty, and security"	13,465,014	"	640,043	" $4\frac{3}{4}$	"
Coach	7,268,410	"	1,738,964	" 24	"
Inferior modes	7,908,163	"	678,467	" 8	"

The number of route agents in the service was 370, at a compensation of	$271,934 00
The number of local agents was 35, costing	19,074 00
The number of mail messengers was 1,523, costing	164,307 92
The number of railroad baggage-masters in charge of the express mails was 69, costing	4,815 00
The number of agents employed on steamers conveying mails to southern ports was 7, costing	500 00
This sum added to the cost of service in operation on the 30th of June last	5,853,834 00
makes the total on the 30th of June last	6,314,464 92

including $1,000,000 for the great overland mail to California.

MAIL LETTINGS OF 1862.

The lettings of new contracts for the term commencing July 1, 1862, and ending June 30, 1866, embraces the routes in the States of Michigan, Indiana, Illinois, Wisconsin, Iowa, Missouri, Minnesota, Kentucky, California, Oregon, and Kansas, and the Territories of New Mexico, Utah, Nebraska, Washington, Colorado, and Dakota, and the following shows the service under those lettings for the first quarter of the contract year ended 30th of September last:

	Miles.	*Miles annual transportation.*	*Cost.*
Railroad	8,533	7,714,474	$833,933
Steamboat	4,222	1,320,891	197,105
With "celerity, certainty, and security"	70,880	16,155,167	2,111,630
	83,635	25,190,532	3,142,668

Compared with the service of the 30th of June last, the length of routes is increased 6,159 miles, with an annual increase of transportation of 754,428 miles, at a decrease in cost of $340,648. It should be stated, however, that several routes in Kentucky and Missouri were omitted to be let on account of the war, the cost of which would probably have been $9,648, making the net saving $331,000, being about 9½ per cent.

There is also shown a saving of about 11¾ per cent. over the service as let to "mode not specified" and "coach" combined, and that which is designated by the department as "star," or with "celerity, certainty, and security." This important saving is owing to strict adherence to the requirements of the act of March 3, 1845, for letting the contracts for the transportation of the mail, without other reference to the mode than may be necessary to provide for the *due celerity, certainty, and security* of such transportation.

Other tables showing the operations of the contract office are appended to this report.—*(See Nos.* 12, 13, 14.*)*

CALIFORNIA OVERLAND MAIL.

I regret to state that the overland mail service has not been satisfactory. It was assumed by Congress that this company could procure the transportation of much of the heavy matter by water, but no arrangement to effect this object was made till about the first day of July, 1862. To this cause of failure must be added the unprecedented floods of last winter and spring, and Indian depredations.

Arrangements having now been made by the company for the water carriage of periodicals, &c., and a new and more direct route having been started, less liable to interruption by the Indians, I hope for greater success than has yet been achieved. With a good road, and over a route which the special agents of the department, who have

recently inspected it, think is now very safe, and can be made perfectly secure with a very slight increase of force upon it, future failures will be inexcusable. There have been irregularities on this line not excusable on any of the grounds above referred to, due measurably to mismanagement, and partly to the difficulties of the undertaking; but I am disposed to believe that those now in charge of this great national undertaking are intent on making it successful.

Its importance, indeed, is becoming more and more manifest. Every day brings intelligence of the discovery of new mines of gold and silver in the region traversed by this mail route, which gives assurance that it will not be many years before it will be protected and supported throughout the greater part of the route by a civilized population. As an agency in developing these resources for the government the mail line is indispensable, and every needful protection and support should be given to the company, and some allowance made for failures in the beginning of the undertaking.

RAILROAD SERVICE—AMENDMENT.

I renew the recommendation of my report of last year for the establishment of some system to enable the department to procure contracts on fair terms with railroad companies for mail service. Many cases have arisen since that time to illustrate the necessity of further legislation to prevent the serious prejudice to public interests likely to occur if these corporations are left, as at present, entirely unrestrained by law. This recommendation is not to be understood as reflecting upon the public spirit and liberality of the railroad companies of the country generally; for if called on to designate a class of our people who are the most liberal and public spirited, I would say that it was the class concerned in railroads.

There would probably be no necessity for any change if the department could deal with this class as a whole. The difficulty lies in having to deal with single corporations. Some of these corporations, when the public treasury was full, succeeded in obtaining too much from the treasury; and even now, when the resources of the country are so severely taxed to preserve the government, there are, I regret to say, some companies threatening to throw off the mails, unless terms even more onerous than any heretofore exacted from the government by any other company are agreed to by the department. The effect of yielding to such exactions on the part of the few has been to raise the terms required by all; for the more liberal justly say, whilst they agree that the terms allowed are too high, yet they cannot compete with rival lines unless they demand and receive the same rates for carrying the mails. From the natural bias of those concerned in a particular road, they are disposed to think injustice done them by the estimate made of the relative importance of their road, and of the mails over it.

The subject is one of difficulty; but it has been suggested that in lieu of the classification by which compensation is now fixed, reference

should be had to the actual cost of transportation as the basis for fixing the compensation to be paid; and I am disposed to think arrangements may be more satisfactorily made on such a basis than under the present system.

I am not informed as to the views of those interested in railroads on this point; but I think it probable that it would be generally acceptable, and that a compensation to cover the actual cost of transporting the mails would be satisfactory to that enlightened interest; for the considerations which preclude the government from deriving revenue from the mails ought to operate even more directly on the railroad interest to preclude it from attempting to burden a machinery which, in so many ways, creates its business. All increase and acceleration of mails promotes the transfer of person and property, for which these roads were constructed, and of which the transportation of the mails is but an incident.

FINANCE OFFICE.

DUTIES.

To this office are assigned the issuing of postage stamps and stamped envelopes for the prepayment of postage and the accounts thereof; the preparation of warrants and drafts in payment of balances reported by the Auditor to be due to mail contractors, and other persons; and the superintendence of the rendition by postmasters of their quarterly returns of postages. It embraces, also, all the operations of the dead letter office, and the accounts connected therewith.

AUDITOR'S REPORT.

The accompanying report (No. 28) of the Auditor for this department exhibits with clearness and precision the details of financial operations during the past fiscal year. From this document the following brief synopsis is derived:

REVENUE AND EXPENDITURES FOR 1862.

The expenditures of the department in the fiscal year ending June 30, 1862, amounted to		$11,125,364 13
In which is included the sum of $354,758 21 paid for mail transportation of previous years.		
The gross revenue for the year 1862, including receipts from letter-carriers and from foreign postages, amounted to	$8,299,820 90	
To which should be added the earnings of this department in carrying free mail matter	700,000 00	
And the amount appropriated for the relief of individuals	12,728 66	
		9,012,549 56
Deficiency		2,112,814 57

For details of the revenue and expenditures, under their several heads, reference is made to the Auditor's tables annexed, (Nos. 15, 16.)

The estimated deficiency of means for 1862, as presented in the annual report from this department, December 1, 1860, was	$5,210,226 63
Deduct actual deficiency	2,112,814 57
Excess of estimated over actual deficiency	3,097,412 06

This discrepancy between the actual deficiency and the estimate thereof submitted in 1860, is owing to the great reduction of expenditures caused by the suspension, during the year, of postal service by this department in the insurrectionary States, while, on the contrary, the diminution of the revenue thereby was comparatively small.

EXPENDITURES OF 1862 COMPARED WITH 1860 AND 1861.

The actual expenditure for 1860, when the postal service was uninterrupted throughout the Union, was	$14,874,772 89
The actual expenditure for 1862 was	11,125,364 13
Excess of expenditure in 1860 over that of 1862	3,749,408 76
The gross revenue for 1860	9,218,067 40
The gross revenue for 1862	9,012,549 56
Excess of revenue in 1860 over that of 1862	205,517 84
The expenditures for the year ending June 30, 1861.	13,606,759 11
The expenditures for the year ending June 30, 1862.	11,125,364 13
Decrease of expenditures in 1862	2,481,394 98
The revenue from all sources during the year 1861	9,049,296 40
The revenue from all sources during the year 1862	9,012,549 56
Decrease of revenue in 1862	36,746 84

The decrease of the expenditures of 1862, compared with those of 1861, during the greater part of which mail service was uninterrupted, is $2,481,394 98, which is more than sixty times greater than the decrease of revenue.

ESTIMATES FOR 1863.

In view of the increased proceeds of the principal post offices during the quarter ending September 30, 1862, it is believed that the gross revenue for the year ending June 30, 1863, will equal the

amount of the estimate therefor submitted in the last annual report from this department, and that no appropriation additional to those already made will be needed for the fiscal year in question.

ESTIMATES FOR 1864.

The expenditures of all kinds for the fiscal year ending June 30, 1864, are estimated at $12,000,000. This estimate, however, does not include the sum of $1,000,000 for the service of the California central route, inasmuch as a special appropriation from the treasury for such service during the current fiscal year was made by the third section of the act approved April 17, 1862, and it is presumed that a similar appropriation will be made for the transportation of the mails on this route during the fiscal year ending June 30, 1864.

Table No. 17 exhibits in detail the estimated expenditures for 1864, under the various heads of appropriations.

The gross revenue for the year 1864, including foreign postages, fees paid in by letter-carriers, and miscellaneous receipts, is estimated at an increase of five per centum on the revenues of 1862—making $8,714,000.

Estimated deficiency of revenue compared with estimated expenditures	$3,286,000	00
Deduct appropriations made by the acts of March 3, 1847, and March 3, 1851, for carrying free mail matter	700,000	00
Leaving the estimated deficiency	2,586,000	00
Should Congress fail to make specific appropriation for the service of the California central route, the amount of the above deficiency would be subject to an increase of	1,000,000	00
Making the whole amount estimated to be required from the treasury for 1864	3,586,000	00

exclusive of the earnings of the department for carrying free matter under the acts of March 3, 1847, and March 3, 1851, $700,000.

The estimates of the expenditures for the fiscal year ending June 30, 1864, are based mainly on the actual expenditures of the year 1862. A partial provision, however, is made for the cost of restoring the postal service in sections of the country where it is now suspended; but, notwithstanding this additional source of expenditure, the estimated deficiency for 1864 is $3,000,000 less than the actual deficiency of 1860.

In estimating the receipts for 1864 it is assumed that they will exhibit an increase of five per centum over the revenues of 1862, although the latter were a fraction of one per cent. less than those of 1861, during the greater portion of which year mail service was uninterrupted throughout the country.

QUARTERLY RETURNS.

The whole number of post offices in operation during the year was 19,973, and the number of quarterly returns received therefrom was 77,109.

DRAFTS AND WARRANTS.

The whole number of drafts and warrants issued during the year, in payment of balances reported by the Auditor to be due mail contractors and other creditors of this department, was 20,284. The warrants were drawn on the Treasurer of the United States, five assistant treasurers, and seven designated depositaries, and the drafts on twenty-seven post office depositaries and postmasters at four hundred and two draft offices.

The sum of $3,349,747 44, being upwards of seventy per cent. of the net revenues of the department, was concentrated in the hands of the above-mentioned depositaries. Of this sum $3,021,455 62 was disbursed during the year, leaving $328,291 82 subject to draft on the 1st July, 1862. The remainder of the net revenue was collected by mail contractors by means of orders on postmasters at collection offices, prepared and sent out by the Auditor, and through payments by postmasters to mail messengers and special mail-carriers.

POSTAGE STAMPS AND ENVELOPES ISSUED DURING 1862.

The number of postage stamps and stamped envelopes issued to postmasters during the year ending June 30, 1862, is given in detail in the table annexed, No. 18. The value of the stamps issued during that period was $7,078,188, of stamped letter envelopes $733,255 50, and of stamped newspaper wrappers $23,648 50. The issue of 1862 shows an increase over that of 1860 of $964,775 81, and over that of 1861 of $1,144,858 27.—(See table No. 19.)

NEWSPAPER WRAPPERS.

The increase in the demand for newspaper wrappers since their introduction in October, 1861, clearly demonstrates their convenience and utility.

POSTAGE STAMPS AS CURRENCY.

The scarcity of small change, together with the general misconception of the purport of the act of Congress approved 27th July, 1862, directing the Secretary of the Treasury to furnish "postage and other stamps of the United States" for currency, has greatly embarrassed the department in the performance of its duties connected with the distribution of postage stamps. As soon as the passage of the act was announced, extraordinary quantities were purchased at the various post offices, exhausting the supply in many instances to the detriment of postal business. Postmasters were specially instructed to discontinue sales of stamps to persons evidently designing them for use as cur-

rency; but notwithstanding the precautions taken and the checks adopted at the several offices the demand has until quite recently been largely in advance of the daily manufacture. During the quarter ending 30th September last there were issued, in round numbers, 104,000,000 stamps of all denominations; and this notwithstanding the majority of applications therefor from postmasters were only partially filled, generally but one-half the number asked for having been sent. Had not this curtailment been made, the total number issued during the quarter would have reached nearly 200,000,000, or what would have sufficed, under ordinary circumstances, for the issue of an entire year. The sales at the principal post offices for the quarter under notice, compared with the corresponding quarter of 1861, show in some measure the extent of the demand for postage stamps for use as a currency. The aggregate value of the postage stamps and stamped envelopes sold at twenty-nine of the larger post offices during the third quarter of 1862 was $1,400,937 48, and during the corresponding quarter of 1861 was $606,597 40, showing an excess in favor of 1862 of $794,340 08. At the New York city office alone the excess of sales in the former quarter was $425,296 19; at Chicago, $48,760 19; at Philadelphia, $35,597 12; at Boston, $36,686 10; at St. Louis, $19,906 37; and at Milwaukie, $20,255 24.

Nearly the entire excess of stamps sold during the period under notice has been or is now in use as currency. Being ill adapted for circulation, large quantities of them have become so defaced as to be inapplicable to legitimate use for the payment of postage, and evil-disposed persons have availed themselves of the opportunity thus afforded to put into circulation stamps once used for postage, from which the cancelling marks had been wholly or partially erased.

FRAUDULENT USE OF CANCELLED STAMPS—AMENDMENT.

In pursuance of the provisions of an act approved July 16, 1862, this department has endeavored to punish, and to prevent thereby, as well as by the attainment of a more effectual mode of cancellation, the fraudulent use or sale of cancelled postage stamps. The law, to be effective in its purpose, should absolutely prohibit the removal of cancelled stamps from the paper to which they are attached, for whatever purpose. Not being criminal in itself, it should be made so by statute, to prevent the evil consequences of the practice.

An effort has been made to procure a cancelling ink which cannot be effaced without involving the destruction of the postage stamp; and three varieties of ink claimed to possess this quality are now being tested by actual use in post offices.

Various new instruments and devices for cancelling postage stamps have been examined and submitted to a trial, and two machines are now in process of construction which are designed to replace cancelling by hand at the larger offices.

REDEMPTION OF STAMPS.

The issue of "postage currency" by the Treasury Department will doubtless soon displace postage stamps from circulation; and although the redemption of stamps sold by postmasters is not required by existing law, in order to protect holders of the same against loss, so far as this can be done without detriment to the interests of the department, I have determined to direct postmasters to exchange, for United States notes, under proper regulations, all evidently uncancelled stamps offered them for that purpose.

VALUE OF STAMPS SOLD.

The total value of stamps and stamped envelopes sold during the fiscal year was $6,910,131 89, and the amount cancelled in payment of postage was $6,171,751 93, leaving $738,379 96 in the hands of purchasers.

AMENDMENT IN MODE OF ISSUING STAMPS.

In my last report a change was recommended in the system of issuing postage stamps and stamped envelopes, so that, in lieu of being delivered, as at present, on orders from postmasters, and charged in their accounts, the latter might be required, at the discretion of the Postmaster General, to purchase, under proper regulations, such quantities as might be needed at their respective offices. The subject is again commended to the consideration of Congress.

ADVANTAGES OF STAMPED ENVELOPES.

There are advantages incident to the employment of stamped envelopes for correspondence which separate postage stamps do not possess. The address and sealing of the former preclude their use a second time, while the latter are subject to such fraudulent use if imperfectly cancelled, or if the cancelling marks have been erased. On the other hand, stamped envelopes relieve the public from the trouble and delay of attaching separate stamps, which, in the hurry of business, is not unfrequently forgotten, while the stamps are also liable to removal, accidental or otherwise, occasioning a detention of letters. Correspondence covered by stamped envelopes can, moreover, be lawfully conveyed outside the mail. I would therefore suggest that the Postmaster General be authorized to sell stamped envelopes, in quantities of not less than five hundred, at a discount not exceeding five per cent. on the charge made by the Post Office Department for smaller quantities thereof, which charge should include the value of the postage stamp impressed thereon. And as an additional inducement to stationers and other dealers to provide themselves with varieties of stamped envelopes suited to the wants of their customers, and to make such envelopes a part of their stock

in trade, it has been determined to try the experiment of embossing postage stamps on envelopes belonging to private individuals or firms, who shall have previously applied for the privilege, and have paid the full value of the stamps, (less the discount, if the same shall be allowed by law, as suggested,) provided the number shall not be less than five hundred in any one case.

LOSSES OF POSTMASTERS BY STEALING OF STAMPS—AMENDMENT.

Under a regulation of this department, made in accordance with an opinion of a former Attorney General of the United States, credit cannot be allowed to a postmaster on account of stamps or stamped envelopes stolen from his office. There have already been reported to the department thirty-three cases of post office robberies in Kentucky, Missouri, Kansas, Virginia, Maryland, and Pennsylvania, where the losses have been occasioned by reason of occupancy by United States or rebel soldiers. Such losses not having resulted from any fault or neglect of the postmasters, the cases, it would seem, are materially different from those of ordinary theft. The aggregate amount claimed in the thirty-three instances above noted does not reach twelve hundred dollars; and, although many additional cases will be reported, the total of such claims will be comparatively small. I beg leave to suggest that special provision be made by which this class of cases may be adjusted, subject in all other respects as to evidence, &c., to the regulations of the department.

DEAD LETTERS.

NUMBER.

The whole number of dead letters received and examined during the year was 2,282,018, being 267,000 less than in the preceding year.

VALUABLE DEAD LETTERS.

The number of dead letters containing money which were registered and sent out during the last fiscal year was 10,475, and the value of their contents was $46,538 89.

The number covering deeds, bills of exchange, drafts, and other valuable papers, was 9,763, and the aggregate nominal value of the enclosures was $2,189,450.

Full details with respect to these two classes of letters are exhibited in tables (Nos. 20, 21) accompanying this report.

In addition to the above, there were sent out during the year 3,820 valuable letters or packages of a third class, the contents of which were 3,515 photographs or daguerreotypes, 157 articles of jewelry, and 148 miscellaneous articles.

INCREASE OF SAME.

For the purpose of showing the continued increase of dead letters of the latter description, it may be stated that from the 30th of June to the 1st of November 2,975 have been returned, 1,139 having been received during the month of October alone. The great majority of these letters contained photographs or daguerreotypes, of which a large proportion were from soldiers, or their correspondents.

In compliance with a request from the War Department, 1,353 dead letters, containing soldiers' descriptive lists and certificates of discharge, have been transmitted to the adjutant general.

WHOLE NUMBER OF SAME.

From the above statement it appears that the whole number of valuable letters sent out from the dead letter office during the past fiscal year was 25,411, being 4,596 more than during the previous year.

It should also be stated that, beside the valuable dead letters above mentioned, 25,828 letters, enclosing postage stamps or other articles of less value than one dollar, have been returned to the writers or senders; but when letters of this description could not be restored, from lack of signature or other cause, they were destroyed, together with their contents. A record of the number and value of stamps thus destroyed has been kept from the 1st of March last, and from that date to the 12th of November the number thereof was 21,744, and the aggregate value $650. When, however, letters not admitting of restoration enclosed postage stamps to the amount of one dollar or more, they were recorded and filed like other valuable letters.

CAUSES OF NON-DELIVERY OF VALUABLE LETTERS.

The causes of the non-delivery of valuable letters, as assigned by postmasters, or which could otherwise be ascertained, in 21,493 cases, are given in table No. 22. Out of this number the non-delivery of but 225 (viz: missent letters) can be directly traced to the negligence or inefficiency of postmasters—a fact which tends to confirm the opinion expressed in the last annual report, that the failure of a letter to reach its destination is to be attributed, in the vast majority of instances, to the writer or to the person addressed.

HELD FOR POSTAGE AND MISDIRECTED LETTERS.

There have been received and examined 147,283 letters which could not be forwarded from the post offices where mailed or delivered therefrom, because of unpaid postage or carriers' fees, or because misdirected or imperfectly addressed.

Of these the number held for postage was 132,178, including 9,385 letters directed to soldiers, which were forwarded unopened to their

destination. The number held for carriers' fee was 6,778, nearly all of which were received from the post offices of New York, Boston, Philadelphia, and Baltimore; and the number misdirected or imperfectly addressed was 8,327, of which 822 were without any address or direction whatever. Of the class of letters under consideration 94,601 were sent to the writers or to the persons addressed; 2,962 contained articles of value, and are included in a previous enumeration; 2,932, directed mostly to foreign countries, and requiring prepayment, could not be restored to the writers, and have been filed. The remainder, being worthless, were destroyed. Among the latter were 3,000 unpaid "valentines."

LETTERS TO AND FROM REBEL STATES.

In consequence of the suspension of postal communication, the following letters, not embraced in the above aggregate of dead letters, were received and disposed of at the dead letter office from the 1st of November, 1861, to the 1st of November, 1862, viz:

Forty-six thousand six hundred and ninety-seven letters, written in the loyal States and directed to States under insurrectionary control. These letters, when susceptible of restoration, were stamped "mails suspended," and returned to the writers.

Three thousand one hundred and ninety-eight letters from sections of the country subject to rebel control, and addressed to persons in the loyal States. The greater portion of such letters were forwarded to their destination.

Thirteen thousand four hundred and sixty-three foreign letters, directed to localities in this country with which postal communication is discontinued. Letters of this class were stamped "mails suspended," and returned to the countries where they originated.

RETURN OF ORDINARY DEAD LETTERS.

By the act approved January 21, 1862, the Postmaster General was authorized to return all dead letters, excepting those containing circulars and other worthless matter, to the writers, whenever their names can be ascertained, provided that he should be satisfied the receipts for dead letter postage would amount to a sum sufficient to pay the aggregate compensation of the clerks employed for that purpose, which, by a subsequent appropriation, was fixed at $20,000 per annum.

During a period of nine months, from February 1 to November 1, 1862, 726,390 letters were placed in new envelopes and redirected to the offices where originally mailed. Of this number 5,261 were sent to banks and insurance companies, 97,232 to business firms, and 623,897 to individuals; 2,383 of these letters were written to soldiers in various hospitals, and, not having been delivered, were returned to the writers, free of postage; 30,182 were written in foreign languages, principally the German.

NUMBER RETURNED TO THE DEPARTMENT.

Out of the whole number thus sent, 139,680, or nineteen per cent., were returned again to the department, for various reasons, as stated in table No. 23.

Although letters of the class under notice were returned to the post offices at which they were originally mailed within three months afterwards, it will be seen that a large proportion of those sent back to the department is embraced in these two divisions, viz: "moved away, and absent," and "not known, or not found," a fact which forcibly illustrates the well-known migratory habits of our people, which contribute largely to swell the aggregate of dead letters.

The proportion of dead letters which could not, or which, from their worthless character, should not, be restored to the writers, was found to be somewhat greater than had been anticipated, while the number returned a second time to the department was less than the estimate of last year, being, as above stated, nineteen per cent. instead of twenty-five per cent. of the amount sent out.

PROFITS OF THE SYSTEM.

The gross revenue to the department from 583,074 letters not containing articles of value, delivered as above stated, during nine months, and charged with six cents postage each, was $34,984 44, which, at the same rate, would yield $46,645 92 in one year, being $26,645 92 more than the cost incurred in sending them out.

AMENDMENT.

If the return rate of postage on such letters were reduced to three cents, the amount of postage collected therefrom would be $23,322 96, or $3,322 96 more than the expense of restoring them. A reduction to this extent could not fail to be gratifying to the public, while it would not involve any additional expenditure. There is reason to believe, moreover, that the present high rate has, in some instances, induced persons to decline receiving their ordinary letters returned from this department. I would therefore recommend that the Postmaster General be authorized to reduce the rate of postage on dead letters not containing valuable enclosures, as fixed by the act of January 21, 1862.

FOREIGN DEAD LETTERS EXCHANGED.

The number of dead letters returned unopened to foreign countries, during the year, was 160,432, and the amount of unpaid postage thereon was 9,200 05. The number received from foreign countries was 58,614, on which the unpaid postage amounted to $1,880 29. For details see tables Nos. 24, 25, appended to this report.

RETURN OF LETTERS TO DEAD LETTER OFFICE.

It is believed that nearly all letters delivered, after having been advertised, are applied for within the ensuing month, and that the number claimed during the second month is so small that their delivery, when considerably more than a month old, would be of less advantage to the public than would be the return of all dead letters to their writers a month sooner than is possible under existing law. But, for obvious reasons, those provisions should not be changed which require letters to be retained in post offices longer than the usual period, when they bear special requests to that effect, or are destined for persons on board designated vessels expected to arrive at ports to which such letters are directed. An abridgment of the period during which postmasters are to hold letters after advertising the same would still further simplify the system of returning dead letters to the department, and secure an earlier restoration to the writers.

AMENDMENT.

I would therefore recommend that the Postmaster General be authorized to regulate the period during which postmasters are required, by the 6th section of the act of February 27, 1861, to hold dead letters.

TRANSMISSION OF MONEY IN THE MAILS.

Great efforts have been made to give security to the mails. New and improved locks have been put into service; a stricter surveillance has been exercised over the affairs and agents of this department; negligence has been punished and diligence rewarded; and the results, in promoting energy and vigilance, have been satisfactory. But the mails, despite the very general watchfulness and fidelity on the part of the employés of this department, continue to be subject to depredations.

The means of conveyance are only adapted to the primary object of the mail service—the mere transmission of intelligence. This department could not make use of strong boxes nor adopt measures to fix accountability upon each of the multitude of agents employed in the business, such as are resorted to by the carriers of merchandise and money, without sacrificing the expedition required of a carrier of intelligence, and at the same greatly increasing the expense necessary to the proper management of the latter business. For this reason the mails have always been, and must continue to be, an unsafe medium for the conveyance of money letters. The money contained in the mails creates the temptations to the robberies committed, and is, moreover, the chief cause of the loss of letters which do not contain money.

AMENDMENT.

It is, in my opinion, very desirable, for these and many other reasons, that money should, as far as practicable, be excluded from the mails. With this view I recommend—

1. The adoption of a money order system.
2. A greatly increased rate upon registered letters, approximating the charges imposed by other parties engaged in the transportation of such packages; and—
3. That all letters known to contain money shall be charged with registry postage.

MONEY ORDER SYSTEM.

The adoption of a money order system would not obviate the necessity for some plan by which letters containing negotiable and other valuable papers could be registered, although bankers would, to some extent, avail themselves of it to transmit by mail packages of money. But the registration fee, as now fixed by law, does not pay the expenses of the registry system, which might therefore with propriety be discontinued, so far as the interests of this department are concerned. It is, moreover, incomplete in this respect: that the sender of a registered letter, who gets a receipt for it from the postmaster of the mailing office, upon payment of a fee of five cents and the ordinary postage, receives no information from the department as to the delivery or non-delivery of his letter, unless, in the latter event, it reach the dead letter office.

REGISTRATION—AMENDMENT.

To obviate this defect it is proposed that every postmaster who registers a letter shall execute duplicate receipts therefor, one of which is to be handed to the sender, as at present, and the other forwarded with the registered letter and accompanying bill to the post office of delivery. The person who receives the letter shall be required not only to acknowledge that fact in a book kept for purpose, but also to sign the duplicate receipt, which shall be returned by the postmaster at the office of delivery to the sender, as an evidence that the letter was duly delivered to the person for whom it was intended, and as a record of the date of such delivery.

Should the sender of a registered letter fail to obtain a return receipt therefor in due course of mail, he would at once notify the department of the failure, which would lead to an investigation of the cause of delays and facilitate the prompt delivery or recovery of the letter.

As a compensation for such registration and return of receipt from the office of delivery, I would recommend that a fee of twenty cents should be charged on each letter or package registered.

INSPECTION OFFICE.

DUTIES.

The Inspection office is charged with the observation of failures and delinquencies in the service of contractors and route agents; with fines and remissions thereof; with the subject of mail depredations,

and prosecution of violators of postal laws; with the duty of procuring and distributing mail bags, locks and keys, and some other duties of detail.

MAIL BAGS RECOVERED.

During the last year a large number of mail pouches and locks, accumulated in certain offices, and there disused from neglect, have been recovered. In the Chicago office, under the former incumbent, several hundred had thus accumulated, been disused for two years or more, and upon examination some packages of letters were still found therein, indicating great neglect originally. I have, since that time, directed the services of a temporary agent to the same investigation in other large offices. He is still so employed, and has recovered a large additional number of mail bags.

FINES AND FORFEITURES—AMENDMENT.

I recommend that the power to withhold and to remit fines and forfeitures be taken from the Postmaster General, as respects all future contracts for mail service. There is no better reason for authorizing the Postmaster General to pay for mail service which has not been performed than there is for allowing payment on other contracts when the consideration fails.

There are two classes of reasons which induce me to make this recommendation. The first relates to the difficulty of properly exercising the power. It is in its nature judicial, and we have not the machinery for a judicial inquiry as to whether the excuses offered for failures are valid. The investigation is made by clerks, whose judgment upon *ex parte* testimony offered practically settles the facts. A system which leaves the disposition of large sums of money to the discretion of individuals is vicious, and is liable to produce great abuses.

The other class of reasons relates to the effect of the proposed change in securing the performance of the service. It cannot be doubted that failures of the mail constantly occur, which might be and would be avoided if the contractor knew that he would certainly lose his pay if the failure took place. Under the present system, when anything occurs which offers an excuse, there is no motive for extraordinary effort to overcome the difficulty. The temptation to magnify, or even to invent difficulties, when failures occur which might have been overcome, or did not exist, is a great, if not a sufficient, objection to the present system. I think the efficiency of the service would be greatly promoted by the change recommended, without seriously increasing the sum paid for the same.

POST OFFICE BUILDINGS.

NEW YORK POST OFFICE.

The post office building at New York has been enlarged, materially increasing its accommodations, and at a very moderate cost, the contract having been made therefor for the sum of $7,587.

PHILADELPHIA.

The new building at Philadelphia is in progress, and is expected to be ready for occupancy early in the spring. It is hoped the entire cost of the alterations and enlargement of the buildings, accommodating the courts and the post office, will fall below $50,000.

POSTAL REFORM.

An impression prevails that the mere adoption in England of the penny postage has been the means of perfecting their postal system to its present degree of efficiency. I do not so regard it. The principle of uniformity, however, is important, and promotes both official and public convenience. It is the substitution of simplicity for complexity, and this is always improving and progressive.

ELEMENTS OF THE BRITISH SYSTEM.

But there are other potential elements, in my judgment, of the success of the English system. One is found in the fact that the *personnel* of their postal administration is more permanent, and the establishment is placed purely on a business footing. It is administered by experienced men. Once thoroughly instructed in the laws, the regulations, and their duties, the department measures their claims to office by their continued fidelity and attention to its interests. In some branches of the service candidates are admitted upon both a physical and mental examination of their qualifications. A medical officer examines the aspirants for clerkships, and for the places of carriers and laborers. Post office savings banks are connected with the establishment. Provision for life assurance, the premiums being deducted from weekly or monthly wages, is also a part of their system. They thus combine nearly all interests to procure a permanent and faithful devotion to duty.

IN THIS COUNTRY.

In this country the people of all classes are more migratory, frequently changing their occupations as well as their residences. The number of resignations alone, during the year ending on the 30th of June, 1862, was 2,902, the removals 2,786, out of 19,973 officers in the loyal States and districts. The resignations were nearly fifteen per cent. of the whole number, and resignations and removals combined, about twenty-eight per cent. of the whole number. The new appointees must acquire a practical postal education before they can promptly and accurately discharge their duties. It is evident that a system so liable to constant and large changes in its administration must be defective in many elements of completeness. The theory of our government requires a direct official responsibility to the executive head, and that the term of office should be limited to

the proper discharge of that responsibility. The principle is correct. But the proper compensatory principle requires retention of good officers, as truly as it requires the discharge of incompetent incumbents. This principle can be carried into effect only when public sentiment shall be so clear and uniform as to make itself felt by all public representatives influencing appointments.

BRITISH SYSTEM OF ACCOUNTS.

They also have a much less complex system of accounts than that prevailing here, which requires, in my opinion, much unnecessary labor on the part of postmasters, and in the Auditor's office requires the services of additional clerks without corresponding benefits.

OTHER ADVANTAGES.

The shorter distances traversed by their correspondence, and the less time consumed in the exchange of letters, also contribute to increase the amount of it.

The perfection of their system of deliveries of mail matter has also essentially contributed to their prosperity.

REDUCTION OF RATES AND INCREASED FACILITIES.

Another important element has been entirely overlooked, so far as the late discussions are concerned. It is the fact that largely increased facilities of mail communication have followed each reduction of postal rates, both in England and in the United States.

UNITED STATES AND ENGLISH STATISTICS SINCE 1839 COMPARED.

The tables subjoined show the direct annual postal revenue and postal expenditures, and the annual deficiencies or surplus for each year since 1839, in the United States, arranged in three tables—the first embracing the last six years under the high rates, (from six to twenty-five cents ;) the second embracing six years of the five and ten cent rates ; the third embracing nine years of the three cent prepaid rate under three thousand miles—the unpaid five cent rate, intermediately established and abolished, not affecting the argument. These tables also show the annual percentage of increase or decrease of revenue and expenditures, and the percentage of increase for each series of years. They stop at 1860, that being the last complete year before our civil troubles.

Revenue and expenditures of the Post Office Department for six years, from 1840 *to* 1845, *exclusive of appropriations by Congress, postage rates on single letters being* 6, 10, 12½, 18¾, *and* 25 *cents.*

Years.	Revenue.	Per cent. increase.	Per cent. decrease.	Expenditures.	Per cent. increase.	Per cent. decrease.	Deficiency.	Surplus.
1840	$4,543,521 92			$4,718,235 64			$174,713 72	
1841	4,407,726 27		About 3	4,499,527 61		About 4.6	91,801 34	
1842	4,546,849 65	About 3		5,674,751 80	About 26		1,127,902 15	
1843	4,296,225 43		About 5½	4,374,753 71		About 23	78,528 28	
1844	4,237,287 83		About 1⅓	4,296,512 70		About 1.8	59,224 87	
1845	4,289,841 89	About 1⅕		4,320,731 99	About ½		30,890 10	
1st period	26,321,452 99			27,884,513 45			1,563,060 46	

For six years, from 1846 *to* 1851, *postage rates on single letters* 5 *and* 10 *cents.*

Years.	Revenue.	Per cent. increase.	Per cent. decrease.	Expenditures.	Per cent. increase.	Per cent. decrease.	Deficiency.	Surplus.
1846	$3,487,199 35		About 18.7	$4,084,332 42		About 5½	$597,133 07	
1847	3,880,337 76	About 11¼		3,971,246 59		About 2.7	90,908 83	
1848	4,148,125 19	About 6.9		4,326,850 27	About 8.1		178,725 08	
1849	4,705,176 28	About 13.4		4,479,049 13	About 3.5			$226,127 15
1850	5,499,984 86	About 16.9		5,212,953 43	About 16.4			287,031 43
1851	6,410,604 33	About 16.6		6,278,401 68	About 20.4			132,202 65
2d period	28,131,427 77			28,352,833 52			866,766 98	645,361 23
Between 1st and 2d periods		About 6.8			About 1.6			

For nine years, from 1852 *to* 1860, *postage rates* 3 *cents, prepaid, under* 3,000 *miles,* 10 *cents over; the unpaid rate of* 5 *cents existing until July* 1, 1855, *and then abolished.*

Years.	Revenue.	Per cent. increase.	Per cent. decrease.	Expenditures.	Per cent. increase.	Per cent. decrease.	Deficiency.	Surplus.
1852	$5,184,526 84	----------	About 19. 1	$7,108,459 04	About 13. 2	----------	$1,923,932 20	----------
1853	5,240,724 70	About 1	----------	7,982,756 59	About 12. 3	----------	2,742,031 89	----------
1854	6,255,586 22	About 19. 3	----------	8,577,424 12	About 7. 4	----------	2,321,837 90	----------
1855	6,642,136 13	About 6. 2	----------	9,968,342 29	About 16. 2	----------	3,326,206 16	----------
1856	6,920,821 66	About 4. 2	----------	10,405,286 36	About 4. 4	----------	3,484,464 70	----------
1857	7,353,951 76	About 6. 2	----------	11,508,057 93	About 1	----------	4,154,106 17	----------
1858	7,486,792 86	About 1. 8	----------	12,722,470 01	About 10. 6	----------	5,235,677 15	----------
1859	7,96-,484 07	About 6. 4	----------	15,754,092 89	About 23. 8	----------	7,785,608 82	----------
1860	8,518,067 40	About 6. 9	----------	14,874,600 73	----------	About 5. 6	6,356,533 33	----------
3d period	61,571,091 64	----------	----------	98,901,489 96	----------	----------	37,330,398 32	----------
Between 2d and 3d	periods----------	About 118. 8	----------	----------	About 248. 8	----------	----------	----------

NOTE.—The percentage increase in revenue in 1860, as compared with the last year of the high rates, is 98⅓. The percentage increase in expenditures, for the same period, is 244½.

It will be perceived that the per cent. increase of expenditures is much larger than that of revenue. These expenditures indicate the increased mail facilities of the country. During the first six years, with high rates prevailing, both revenue and expenditures, with the exception of one year, were nearly stationary and nearly equal. After the reduction of rate to five and ten cents the revenues fell off for three years, the expenditures continuing about the same ; but the expenditures and mail facilities steadily increased from 1849, and the revenues came up with them so far that during the three years 1849, 1850, and 1851, the department was self-sustaining, the only period during the twenty-two years in which it proved so. On the 1st of July, 1851, the three cent prepaid rate went into operation. The revenues again fell off for three years following ; but the expenditures went on largely increasing with the accompanying increase of postal facilities, and continued to expand in a greater ratio than the revenue during the remaining period. There was also a steady and large increase in the population and business of the country, for which due allowance should be made during each period.

So in England the cost of management has increased, during the period since the reduction of rates, from £756,999, in 1839, to £2,003,116, in 1861. The gross revenue in 1839 was £2,390,763, and the net revenue £1,633,764. The gross revenue in 1861, although over £1,000,000 greater than in 1839, yielded a net revenue less than in 1839 by over £100,000.

Thus also our deficiency under the last year of high rates (1845) was only $30,890 10, while in 1860, the last complete year before the interruption of our postal service, it amounted to $6,356,533 33, although the gross revenue was increased, at the same time, by $4,228,225 51. The increase of postal revenue from 1845 to 1860, exclusive of congressional grants, was 98½ per cent., while the increase of postal expenditures in the same period was 244⅕ per cent.

From these data it appears that there has been an enormous increase of postal facilities and postal expenses in both countries under the low rates, beyond those existing under the high rates, and their effect must have been to stimulate correspondence to a remarkable degree. An omnibus running two or three times a day along the streets of a city would not much stimulate passenger traffic ; but cars, running every three or five minutes, and accommodating, at the same rate, four times the number of passengers, are crowded with travellers.

POSTAL AXIOM.

In my opinion, it may be regarded as an axiom in postal affairs that *certainty, frequency, and facility of postal communication influence the amount of correspondence more than do any variations in a moderate tariff.*

It required in England eleven years of the low rates, and largely expanded facilities, to restore the gross revenue to its original amount. The amount of net revenue of 1839 had not been again realized in that kingdom at the date of their last annual report, published in 1862, twenty-two years thereafter.

The lower rates in the United States, of five and ten cents, yielded in the last year in which they prevailed (1851) a gross revenue of $6,410,604. That amount was not again reached, under the three cent prepaid rate until 1855, although this low rate had the co-operation of far greater facilities and expenditures. On the 1st July that year the five cent unpaid rate was abolished, leaving the standard rate of three cents under three thousand miles and ten cents over that distance; but that change produced no sensible effect upon the revenue.

These facts, taken in connexion with the further fact that the rate is now so low as to be no appreciable burden upon correspondence, indicate that a further reduction of 33⅓ per cent. would not appreciably stimulate correspondence, and that the present amount of revenue would not be again reached, under the proposed still lower rate of two cents, until the natural increase of correspondence, arising from the increase of population, of business, and of postal facilities, shall have been sufficient to produce that sum.

In further exhibition of the data pertaining to this discussion, I annex a table (No. 27) showing the postal receipts and expenditures, with the population of the United States, and the rate per capita for eight decennial periods, from 1790 to 1860, and annually from 1850 to 1862.

REDUCTION OF RATES UPON A DEFICIENCY.

There is another element in the British system which has been generally overlooked. Both under the high rates and the low rates of postage, that department was not only self-sustaining, but yielded a net revenue to the government. All its reductions have been made upon a net revenue. The proposed reduction in this country is asked upon a deficiency. I should be the first to ask a reduced rate upon a surplus revenue, as, in my opinion, the correspondence of the country should never be taxed for revenue purposes. But the proposition to reduce a low rate to a lower in the face of a large deficiency requires a conclusive showing that an increase of revenue would result in excess of the natural increase arising from ordinary causes. Instead of this showing, the advocates of the measure admit that for several years the revenue would fall essentially below its present standard; and they fail to show a commensurate extraordinary increase of correspondence.

These considerations should have their due weight with the advocates of the adoption of the rate established by the English system.

TERM "LOW AND UNIFORM" CONSIDERED.

The terms "low and uniform postage" are not absolute, but relative. The United States government have already adopted a "low" postage. Considered with relation to the extent of its transportation, it is lower than prevails in any other country.

RELATION BETWEEN AMOUNT OF TRANSPORTATION AND RATES OF POSTAGE.

The annual transportation of mails in the United Kingdom, by railways, steamers, and other vehicles, is about 25,000,000 miles,

excluding foot transportation. In this country it is about 53,000,000 miles. The number of miles of such transportation there per week day amounts to 80,281. Here the amount is 170,709 miles.—(See table No. 26.) Considering the relation between rates of postage and amount of transportation, it will be seen that our transportation of mails is over 100 per cent. greater than the British, while our general rate of postage is only 50 per cent. greater. In addition to this comparative statement, our postage on local (or drop) letters is 50 per cent. less than their rate.

CONCLUSION AS TO "LOW" POSTAGE.

To this question I have given the most careful consideration during the past year, and have cheerfully received and entertained the various propositions coming to me from all sources in the interest of reform. I acknowledge my indebtedness to the gentlemen contributing them for many important suggestions. But they have failed to convince me that it is a present duty, or sound policy, to reduce the rate of letter postage upon general correspondence from three cents to two cents—a reduction of one-third upon a low existing rate. Our present rate was adopted, and is still universally regarded, as a low postage. The revenues under it are steadily increasing in amount, and approximating the self-sustaining point, equivalent to expenditures. It is not regarded as onerous, in any degree, upon the correspondence of the country. The proposed reduction, therefore, not being made from an excess of revenues, would only compel the people to pay by a new property tax what they pay now, without a complaint, in proportion to the amount of their correspondence. It would only shift the deficiency, to pay with the left hand what they now pay with the right.

These facts appear to me to settle the debate, so far as it rests upon the point of so-called "low" postage. The United States low rate, as now established, is, in principle and in fact, the lowest postage hitherto adopted by any government.

UNIFORMITY NEEDED.

Our system is defective, however, in the other branch of proposed reform, that of uniformity. In this respect I do not hesitate to recommend a change. But this term, again, is not absolute, but relative. Neither the English nor any any other system is absolutely uniform. The practical question is one of the proper degree of approximation to uniformity.

NEWSPAPER POSTAGE.

From the best data accessible to me, the estimated loss of revenue from accrued postages on printed matter approximates two hundred thousand dollars annually. The loss principally arises from the failure of postmasters to collect quarterly in advance, as required by law, the small amounts due from subscribers, and for the unpaid transit

of transient printed matter. In view of the certain collections of postages, prepayment on printed matter is more important than upon letters.

If it seemed to Congress practicable to combine the proper postage tariff with the internal tax upon newspapers, so as to leave them to pass free through the mails, this plan might prove satisfactory to publishers and just to the revenue of the department. If publishers would find it consistent with their interest to require the annual postal charge to be added to the price of publication, and collected therewith, they prepaying the postage upon their circulation, this would also remedy the evil. But with or without such change in legislation, I recommend a great reduction in the variety of rates on printed matter for domestic circulation, abolishing all distinction of rates based on different distances of transportation, adopting decimal rates conforming to the coinage of this country, instead of the fractional rates now prevailing, and equalizing the charges now varied according to distance.

I propose to submit to Congress the draft of a bill for that purpose as soon as the details are settled.

TRANSIENT MAIL MATTER.

In further approximation to uniformity, I recommend that the postage upon transient newspapers and other printed matter, whether destined inland or abroad, be made uniform, except where fixed by conventional stipulations with foreign countries, and extended to cover all transient printed matter up to the standard weight of —— ounces, except circulars, adding one rate for each additional —— ounces, or fraction thereof, embracing manuscript copy and corrected proofs passing between publishers and authors, prepayment being required in all cases; and that circulars not exceeding three in number, and not exceeding the standard weight, pass at the same rate, with the right in the Postmaster General to provide by regulation a less rate for their delivery within the postal district where mailed, or through the mails, when deposited in large packages for that purpose.

UNPAID LETTERS, ETC.

To prevent injurious delays from the accidental omission of prepayment by stamps upon letters, the Postmaster General should be authorized to provide by regulation for forwarding unpaid letters, the rate in such cases being double the prepaid rate. The extra charge for forwarding a letter to its ultimate destination, following the party addressed, should be abolished.

In the draft of a bill which I propose to submit, as above mentioned, these recommendations will appear with precision in extent and in rates.

UNIFORM DOMESTIC LETTER RATE.

I also recommend that all distinctions of rates of domestic letter postages based upon distances, as now to California and the Pacific coast, be abolished, so that the three cent single rate on mail letters shall be uniform within the United States, when prepaid.

ABOLITION OF CARRIER'S FEE—TWO CENTS ON DROP LETTERS.

I also recommend the abolition of the one cent carrier's fee for the delivery and collection of letters in cities, and in lieu of that annoying and dilatory tariff on delivered and collected letters, that the charge upon local (or drop) letters be made uniform at the prepaid rate of two cents; and that all prepaid mail and local letters shall be delivered and collected without charge by the carriers, they being paid by salaries. This will prepay and transfer the carrier's charge from mail to local letters in effect, greatly accelerate deliveries, and promote the public convenience. It may not be expedient at once to abolish box deliveries, but there is no reason apparent to me why the general delivery should not be at once universally made by carriers in cities and towns where they are employed.

FRANKING PRIVILEGE.

I renew the recommendation made last year, that the franking privilege of postmasters be abolished, except for correspondence between them and other officers of the department, upon official business.

It should be abolished, also, as to the correspondence of all persons addressed to the several departments and executive officers of government, except upon official correspondence, addressed by an officer of the government.

Both these privileges, as they now exist, have been much abused, and have no proper place in a correct postal system.

POST OFFICE ACCOUNTS AND SALARIES TO POSTMASTERS.

The system of adjusting post office accounts and postmasters' pay, by commissions, varying upon different classes of mail matter, is no longer of utility commensurate with its labor and its cost. I am satisfied that the blanks and the clerical service consumed by this system contribute largely to swell expenditures and contribute nothing at all to efficiency or to revenue.

SALARIES TO POSTMASTERS.

The data that system has furnished up to this time will afford the basis for ascertaining the proper salaries to be assigned to at least four-fifths of the offices of the country, and the rule for adjusting the remainder, whose revenues and business may be too variable for pre-

cise compensation. Here their utility terminates. Our system in this particular should be radically changed; and I hope the change may be authorized by law. It will produce economy, facility, and simplicity.

WAY-BILLS.

I propose, also, a partial change in the mode of mailing letters, involving the disuse of way-bills in part, which, if successful, will largely reduce the consumption, and consequently the expense, of blanks, wrapping-paper, and twine.

POSTAL MAPS.

I have ordered the topographer of the department to prepare a set of postal maps, by States or groups of States, designed to show all the permanent postal routes, postal distances, and post offices thereon, in the United States, and embracing other statistical information. Their utility to the department and to the public will be great; and I ask authority from Congress to copyright them in the name of the Postmaster General, to put them on sale at a moderate price, to be regulated by him, and to pass the proceeds of sales to the credit of the post office revenue. As they will be published in series, and the proceeds of sale will go for reimbursement, no other appropriation will be needed than that allowed for miscellaneous payments.

BOOK OF POST OFFICES AND REGULATIONS.

I have postponed the publication of the list of post offices in the United States, heretofore made biennially, with a view to change the form and diminish the frequency of publication. It is now in the press. The laws and regulations will be separately published after the expiration of this Congress in a revised form. These works are frequently sought for by the public, and frequently lost by postmasters to whom they have been delivered. In one case there should be authority to sell; and in the other to charge the value against the postmaster in his accounts, and to charge him also in case of any second delivery of the book to him.

INCOMPETENT POSTAL OFFICERS.

It is my purpose to adhere firmly to my determination to displace incompetency and indifference wherever found in official position under my control, without any discrimination in favor of appointments which I may myself have made under misinformation of facts. The postal business must be conducted, if successful, upon the same principles which control the operations of the upright and sagacious man of business. The department should adhere to those officers who have administrative talents and are faithful to its interests; and should

remove those who take no interest in the efficiency of its service. The number of its appointed officers and employés is so great, and dispersed over so large a territory, that the Postmaster General must always depend upon the co-operation of the public, and particularly of the official advisers of the department, in order to secure this result.

I take pleasure in acknowledging the active co-operation I have received, in all efforts for improvement, from the present intelligent and efficient postmasters at Philadelphia, New York, and Boston, as well as the aid derived from the investigations and representations of Mr. Pliny Miles and the Hon. John Hutchins.

I have the honor to be, &c., &c., your obedient servant,

M. BLAIR, *Postmaster General.*

The PRESIDENT.

AUDITOR'S REPORT.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT,
November 15, 1862.

SIR: With regard to the financial affairs of the Post Office Department, and the operations of this bureau, for the fiscal year ending June 30, 1862, as exhibited by the books and accounts of this office, I have the honor to submit the following report:

REVENUE ACCOUNT OF THE POST OFFICE DEPARTMENT.

The amounts placed in the treasury, for the service of the department for the fiscal year, being grants by Congress in aid of the revenue, under the following acts, were as follows:	
Under the twelfth section of the act entitled "An act to establish certain post routes, and for other purposes," approved March 3, 1847, (9 Statutes at Large, 201)	$200,000 00
Under the eighth section of the act entitled "An act to reduce and modify the rates of postage in the United States, and for other purposes," approved March 3, 1851, (9 Statutes at Large, 591)	250,000 00
Under the third section of the act entitled "An act making appropriations for the service of the Post Office Department during the fiscal year ending the thirtieth of June, eighteen hundred and sixty-one," approved June 15, 1860, (Public Laws, 1st session, 36th Congress, 39)	230,611 07
Under the resolution entitled "A resolution for the relief of Arthur Edwards and his associates," approved June 22, 1860, (Private Laws, 1st session, 36th Congress, 43)	11,728 66
Under the third section of the act entitled "An act making appropriations for the service of the Post Office Department during the fiscal year ending the thirtieth of June, eighteen hundred and sixty-two," approved March 2, 1861, (Public Laws, 2d session, 36th Congress, 205)	1,899,313 98
Under the act entitled "An act for the relief of John Y. Sewell," approved March 2, 1861, (Private Laws, 2d session, 36th Congress, 57)	1,000 00
Total amount of "grants" drawn from the treasury	2,592,653 71
The balance standing on the books of this office to the credit of the revenue account of the Post Office Department, on the 30th day of June, 1861, was	605,887 59
The receipts of the department for the fiscal year ending June 30, 1862, as presented in the tabular statement herewith, numbered 1, were	8,299,820 90
Aggregate of "grants" and revenue	11,498,362 20

The expenditures of the department for the fiscal year ending June 30, 1862, together with the arrearages of the previous years paid during the year 1862, as shown in the statement herewith, numbered 2, were	$11,125,364 13	
Add amount of accounts closed by being charged to "bad debt account"	587 85	
Add balance on debit accounts closed by being charged to the nominal account of "suspense"	13 27	
		$11,125,965 25
Leaving to the credit of the revenue account on the 1st of July, 1862, the sum of		372,396 95
The excess of expenditures of all kinds over the revenue of the year, inclusive of the receipts and payments for foreign postages, and exclusive of the amount to the credit of the department on the 1st of July, 1861, and of the sums appropriated by the several acts of Congress out of the general revenues of the United States, was		2,825,543 23
To which add accounts closed by being charged to "bad debt" and "suspense" accounts		601 12
Total excess of expenditures of all kinds over the revenue of the fiscal year ending June 30, 1862		2,826,144 35

The net revenue of the department from postages, being the aggregate amount of the balances due to the United States by postmasters on the adjustment of their quarterly accounts for the year, after retaining their compensation and deducting the expenses of their offices, was:

For the quarter ending September 30, 1861	$970,661 04
For the quarter ending December 31, 1861	1,173,843 85
For the quarter ending March 31, 1862	1,317,398 13
For the quarter ending June 30, 1862	1,289,305 61
Total net revenue from postages	4,751,208 63

The amount of letter postage paid in money was:

For the quarter ending September 30, 1861	144,624 91
For the quarter ending December 31, 1861	155,161 95
For the quarter ending March 31, 1862	174,369 32
For the quarter ending June 30, 1862	173,751 88
Total	647,908 06

The number of quarterly returns of postmasters received and audited during the year, and on which the sum of $4,751,206 68 was found due to the United States, was:

For the quarter ending September 30, 1861	19,738
For the quarter ending December 31, 1861	18,852
For the quarter ending March 31, 1862	18,881
For the quarter ending June 30, 1862	19,638
Total number	77,109

The gross amount collected as registration fees on valuable letters was:

For the quarter ending September 30, 1861	$2,993 80
For the quarter ending December 31, 1861	3,840 50
For the quarter ending March 31, 1862	4,355 65
For the quarter ending June 30, 1862	3,959 40
Total amount	15,149 35

The total amount of stamps and stamped envelopes sold during the year was	6,910,131 89
The amount used in the prepayment of postage, and cancelled, was	6,171,751 93
Leaving in the possession of the purchasers	738,379 96

CONTRACTORS' ACCOUNTS.

The average number of accounts of contractors and others engaged in carrying the mails, settled in each quarter of the year, was:

On regular mail routes	3,685
On special mail routes	2,235
Of route and express agents	1,124
Of mail messengers and local agents	1,762
Total number of accounts each quarter	8,806
Aggregate of settlements of such accounts during the year	35,224

MAIL TRANSPORTATION ACCOUNT.

The amount charged to "accrued transportation," and placed to the credit of mail contractors and others for mail transportation, during the year, was:

For regular service on mail lines	$5,785,714 17	
For supply of "special" and "mail messenger" offices	238,916 10	
For salaries of "route agents"	274,081 30	
		6,298,711 57
And for foreign mail transportation:		
For New York, Southampton, and Havre mails		149,454 36
For New York and New Orleans mails		5,382 37
For Liverpool, New York, and Philadelphia mails		114,873 05
For New York and Havana mails		38,986 32
For Portland and Liverpool mails		76,184 90
For New York and San Francisco mails, *via* Panama		17,267 16
For New York and Jamaica mails		1,422 40
For expenses of government mail agent at Aspinwall		550 00
For expenses of government mail agent at Panama		528 66
For expenses of government mail agent at Havana		600 00
		6,703,960 79

The amount credited to "accrued transportation," and charged to contractors for over-credits, damages, &c., during the year, was	$23,442 72	
Of "fines" imposed on contractors	2,566 03	
Of "deductions" from their pay	39,096 49	
		$65,105 24
Net amount to the credit of mail contractors and others		6,638,855 55
The amount actually paid and credited during the year for mail transportation was		$6,993,613 75
Of which sum there was paid for mail transportation of previous years		354,758 20

COLLECTION OF POST OFFICE REVENUES.

The number of post offices in operation during the year was 19,973, which are thus classified under the regulations adopted for the government of the department, chapter 26, sections 286 to 289, pages 107 and 108:

The following named offices, twenty-seven in number, are denominated "depositories," and are required by the Postmaster General to receive and retain, subject to the drafts of the department, the funds of certain adjacent offices as well as the revenues of their own:

Albany, New York.
Baltimore, Maryland.
Bangor, Maine.
Batavia, New York.
Buffalo, New York.
Chicago, Illinois.
Cincinnati, Ohio.
Cleveland, Ohio.
Columbus, Ohio.
Detroit, Michigan.
Geneva, New York.
Harrisburg, Pennsylvania.
Hartford, Connecticut.
Lexington, Kentucky.
Louisville, Kentucky.
Nashville, Tennessee.
New Haven, Connecticut.
Pittsburg, Pennsylvania.
Portland, Maine.
Providence, Rhode Island
Rochester, New York.
Steubenville, Ohio.
Syracuse, New York.
Uniontown, Pennsylvania.
Utica, New York.
Wheeling, Virginia.
Worcester, Massachusetts.

Four hundred and two are "draft offices," and, together with the foregoing offices, paid during the year 15,314 drafts issued by the Postmaster General, and countersigned, entered, and sent out by the Auditor, for sums amounting in the aggregate to	$1,459,553 83
Six hundred and thirty-one are "deposit offices," and during the year deposited with the treasurer and the assistant treasurers of the United States the sum of	1,561,901 79
In addition to which they deposited with the twenty-seven "depositories" named above $110,571 11, which is embraced in the sum of $1,459,553 83 paid on the drafts of the department by the said "depositories" and "draft offices."	
Fifteen thousand five hundred and seventy-six are "collection offices," and paid on "collection orders" issued to mail contractors	1,590,587 23

Three thousand three hundred and thirty-seven are "special" and "mail messenger" offices, and derived their mail supplies by the payment of the revenues of their offices, amounting to	$238,916 10
Showing the amount paid into the treasury "for the use and purposes of the Post Office Department," by postmasters, to have been	4,850,958 95

Revenue and balances uncollected.

For the fiscal year ending June 30—	Gross revenue.	Am'nts still due to the United States not in suit.	Am'nts still due to the United States in suit.
1846	$3,487,199 35	$5 32	$3,025 77
1847	3,945,892 98	116 08	728 06
1848	3,371,077 00	6 15	802 16
1849	4,705,176 28	33 57	1,833 37
1850	5,499,984 86	124 58	1,071 47
1851	6,410,604 33	483 91	2,599 71
1852	5,184,526 84	784 40	2,829 73
1853	5,240,724 70	12,628 18	41,816 27
1854	6,255,586 22	12,400 51	12,196 34
1855	6,642,136 13	6,566 17	7,465 59
1856	6,920,821 66	2,164 17	14,923 02
1857	7,353,951 76	16,165 64	10,017 13
1858	7,486,792 86	14,539 14	19,003 71
1859	7,968,484 07	13,792 80	24,895 50
1860	8,518,067 40	40,059 98	201,231 85
1861	8,349,296 40	136,488 86	112,886 49
1862	8,299,820 90	100,639 52	3,684 98
Total	105,640,143 74	356,998 98	461,011 15

Total due the United States by late postmasters to June 30, 1861	$713,685 63
Amount due for the last fiscal year	104,324 50
Total amount	818,010 13

In my last annual report, I stated, and have now to repeat, that in the sum of $181,544 75, alleged by my predecessor, in his report for the fiscal year ending June 30, 1860, as the "amount still due to the United States, and *in suit*," for said fiscal year, there is embraced the balance of $170,947 67, due from Isaac V. Fowler, late defaulting postmaster at New York. No suit has been instituted by *this office* for the recovery of said balance, the late Solicitor of the Treasury having, on the 12th day of May, 1860, proceeded, with a view of collecting the same, by distress warrant, under the act of May 15, 1820, entitled "An act for the better organization of the Treasury Department."

COLLECTIONS.

The "collecting division" of this office had charge of the following number of accounts during the fiscal year:

Of postmasters	19,973
Of late postmasters, whose terms of office expired between the 1st of July, 1845, and June 30, 1861	30,302
Of late postmasters of the last fiscal year	7,336
Total number	57,611

The number of changes of postmasters reported by the appointment office of the Post Office Department, during the year, requiring the final adjustment of their respective accounts, was 7,336, and the balances ascertained to be due to the United States thereon amounted to		$341,799 53
Of which sum there was collected	$143,830 81	
Credited on vouchers	93,452 59	
Charged to "suspense" account	191 63	
		237,475 03
Amount remaining for collection		104,324 50
Of which sum there is in suit		$3,684 98
Amount due and not in suit		100,639 52
		104,324 50
The balances due to the United States by late postmasters, whose term of office expired between the 1st of July, 1845, and the 30th of June, 1861, uncollected, and *not in suit* July 1, 1861, as stated in the last annual report of this office, was		$546,602 70
Which was increased by "estimated postages"		24,600 20
Total for collection during the fiscal year ending June 30, 1862		571,202 90
Of which sum there was collected	$136,349 94	
Credited on vouchers	85,625 37	
Closed by "suspense" account	38 34	
		222,013 65
Amount uncollected June 30, 1862		349,189 25
Of which there has been placed in suit		92,829 79
Amount due and not in suit		256,359 46

SUMMARY OF DEBTS AND COLLECTIONS.

The aggregate amount due the United States on the 30th of June, 1861, by late postmasters, whose terms of office expired between July 1, 1845, and June 30, 1861, was	$918,430 10
Add amount due by late postmasters of the last fiscal year	341,799 53
Increased by "estimated postages," penalties, and other charges	27,212 66
Total for collection during the year	1,287,442 29

The amount collected and credited on accounts due prior to June 30, 1861, was	$231,957 13	
On accounts of the past year	237,475 03	
Total of collections and credits		$469,432 16
Amount remaining due to the United States June 30, 1862		818,010 13
Of this sum there is in suit		$461,011 15
And not in suit		356,998 98
		818,010 13

The above sum of $461,011 15, alleged to be in suit, includes the balance of $170,947 67 due from Isaac V. Fowler, late defaulting postmaster at New York, referred to in a former part of this report, as well as very large sums due by late postmasters at New Orleans, Louisiana, a late postmaster at Mobile, Alabama, and divers other late postmasters at offices in the rebellious States, for the collection of which no steps could be taken, during the fiscal year.

BALANCES DUE TO LATE POSTMASTERS.

Balances apparently due to late postmasters between July 1, 1845, and June 30, 1861, as stated in the last annual report of this office	$277,229 07	
Which has been increased by the allowance of additional vouchers	2,856 02	
Total due to June 30, 1861		280,085 09
Amount paid or closed by adjustment during the year of balances due prior to June 30, 1861		15,811 06
Balance due to June 30, 1861		264,274 03
Add amount due to late postmasters of the last fiscal year		72,792 22
Total amount of balances due to late postmasters		337,066 25
Amount paid or closed by adjustment during the year		25,614 44
Amount apparently due to late postmasters July 1, 1862		311,451 81

SUITS.

The amount due by late postmasters whose terms of office expired between July 1, 1845, and June 30, 1861, for the collection of which suits were instituted prior to June 30, 1861, as stated in the last annual report of this office, was	$202,075 92	
Add amount of 221 new cases commenced during the fiscal year, for the collection of balances due on accounts prior to June 30, 1861	67,944 07	
Add, also, amount of 40 new cases on accounts of the last fiscal year	8,524 55	
Amount in suit during the year		278 544 54
Amount collected during the year		17,992 31
Leaving still due, June 30, 1862		260,552 23

Of the said sum of $260,552 23 there is due by late postmasters in California, on accounts prior to June 30, 1857, the sum of 64,315 94, which, as is alleged in the last annual report of this office, may be regarded as lost to the United States—the defendants being insolvent.

In one hundred and twenty-six of the suits instituted during the year, judgments have been recovered in favor of the United States; seventy-five of them have been concluded, and this sum paid into the treasury	$11,278 18
The amount collected during the year on 30 accounts for the collection of which suit was commenced prior to June 30, 1861, was	6,743 13
Total	17,992 31

EMOLUMENTS AND COMMISSIONS.

A surplus of emoluments and commissions accrued at the following post offices, after deducting the maximum compensation of $2,000 per annum, of the postmasters, and the necessary incidental expenses of the offices, during the fiscal year ending June 30, 1862, viz:

Alexandria, Va.	$3,931 77	New Bedford, Mass.	$162 60
Albany, N. Y.	5,038 07	Newark, N. J.	1,237 89
Alleghany City, Pa.	91 57	New York, N. Y.	88,464 42
Annapolis, Md.	904 23	New Haven, Conn.	923 86
Baltimore, Md.	8,582 14	Newport, R. I.	195 84
Boston, Mass.	16,104 51	New Brunswick, N. J.	47 70
Brooklyn, N. Y.	1,305 44	Oswego, N. Y.	411 03
Buffalo, N. Y.	5,262 69	Old Point Comfort, Va.	5,039 20
Bridgeport, Conn.	48 19	Portland, Me.	3,637 59
Cleveland, Ohio	3,874 59	Philadelphia, Pa.	10,754 36
Columbus, Ohio	16 03	Pittsburgh, Pa.	10,502 46
Chicago, Ill.	20,774 77	Providence, R. I.	684 19
Cincinnati, Ohio	9,767 04	Poughkeepsie, N. Y.	625 63
Concord, N. H.	7 59	Paducah, Ky.	143 22
Charlestown, Mass.	34 35	Rochester, N. Y.	963 43
Cairo, Ill.	4,357 06	Reading, Pa.	55 78
Cumberland, Md.	302 40	Richmond, Ind.	14 33
Detroit, Mich.	14,371 62	Raleigh, Mo.	845 56
Dayton, Ohio	103 43	St. Louis, Mo.	15,829 78
Dubuque, Iowa	1,545 60	Syracuse, N. Y.	151 38
Des Moines, Iowa	592 71	Salem, Mass.	230 27
Erie, Pa.	276 63	Springfield, Mass.	680 74
Elmira, N. Y.	275 49	Springfield, Ill.	804 28
Evansville, Ind.	419 29	Sacramento, Cal.	802 18
Frederick, Md.	1,139 51	St. Joseph, Mo.	903 61
Georgetown, D. C.	152 27	Toledo, Ohio	3,491 13
Hartford, Conn.	609 18	Troy, N. Y.	163 62
Harrisburg, Pa.	2,140 70	Trenton, N. J.	761 93
Indianapolis, Ind.	6,069 80	Utica, N. Y.	141 61
Jersey City, N. J.	1,331 41	Washington, D. C.	15,593 47
Keokuk, Iowa	339 44	Wheeling, Va.	2,504 55
Kensington, Pa.	947 02	Worcester, Mass.	835 79
Louisville, Ky.	7,448 49	Wilmington, Del.	714 34
Lancaster, Pa.	539 37	Williamsburg, N. Y.	829 73
Lockport, N. Y.	204 77	Watertown, N. Y.	11 09
Milwaukie, Wis.	1,830 18		
Manchester, N. H.	125 91	Total	290,505 57
Madison, Wis.	481 72		

The foregoing surplus of emoluments and commissions, exceeds, in the aggregate, that which accrued during the fiscal year ending June 30, 1861, in the sum of $46,101 37.

SUMMARY OF PRINCIPAL LABORS.

The following brief summary indicates, partially, the chief labors performed by the office during the last fiscal year:

The number of quarterly accounts of postmasters adjusted, audited, and registered, was	77,109
The number of stamp and stamped envelope accounts examined, compared, and restated	79,616
The number of accounts of mail contractors audited and reported for payment	14,740
The number of accounts of special and route agents audited and reported for payment	4,605
The number of accounts of special contractors and mail messengers audited and reported for payment	15,988
The number of miscellaneous accounts audited and reported for payment	165
The number of accounts for paper and printing post office blanks audited and reported for payment	21
The number of accounts for advertising audited and reported for payment	124
The number of suits commenced	261
The number of accounts of United States attorneys and marshals, and of clerks of United States courts, adjusted and reported for payment	143
The number of collection orders issued to mail contractors	61,083
The number of collection drafts issued	8,300
The number of department drafts countersigned and registered	15,314
The number of department warrants countersigned and registered	4,970
The number of letters received	117,317
The number of letters prepared, recorded, and mailed	82,875
The number of folio-post pages of correspondence recorded in the miscellaneous letter book	895
The number of pages recorded in the collection letter book,	4,315
The number of pages recorded in the suit letter book	476
The number of pages recorded in the report letter book	203
The number of accounts on the ledgers	75,981
The number of corrected quarterly accounts of postmasters copied, restated, and mailed	20,500
There has also been collected by drafts of this office, from present postmasters—a description of labor not hitherto performed by this office—the sum of	$48,241 25

CONCLUSION.

In view of the unhappy condition of the country, it is peculiarly gratifying to be able to state, that the foregoing report exhibits the finances of the Post Office Department, for the fiscal year ending June 30, 1862, in a very favorable aspect, when contrasted with their condition in previous fiscal years.

It will, likewise, be perceived that the diversified operations of this office, have, during the fiscal year, been unusually extensive, as well as very successful. As a prominent instance, amongst the many others presented in the report, of the unexampled success attending the steady and energetic labors of the gentlemen

employed in the office, I point with peculiar satisfaction to the extraordinary sum of $476,447 39, collected from late postmasters alone, notwithstanding the suspension of our postal operations in the insurrectionary States, and the general financial embarrassment throughout the country, occasioned by the rebellion. This exceeds the amount collected from the same description of debtors, in the fiscal year ending June 30, 1861, by the sum of $179,212 23. It is, also, $296,907 73 greater than the sum collected during the fiscal year ending June 30, 1860; and vastly exceeds the amount collected in any previous fiscal year, when the whole country was united, peaceful and prosperous.

All of which is respectfully submitted.

G. ADAMS, *Auditor.*

Hon. M. BLAIR,
Postmaster General.

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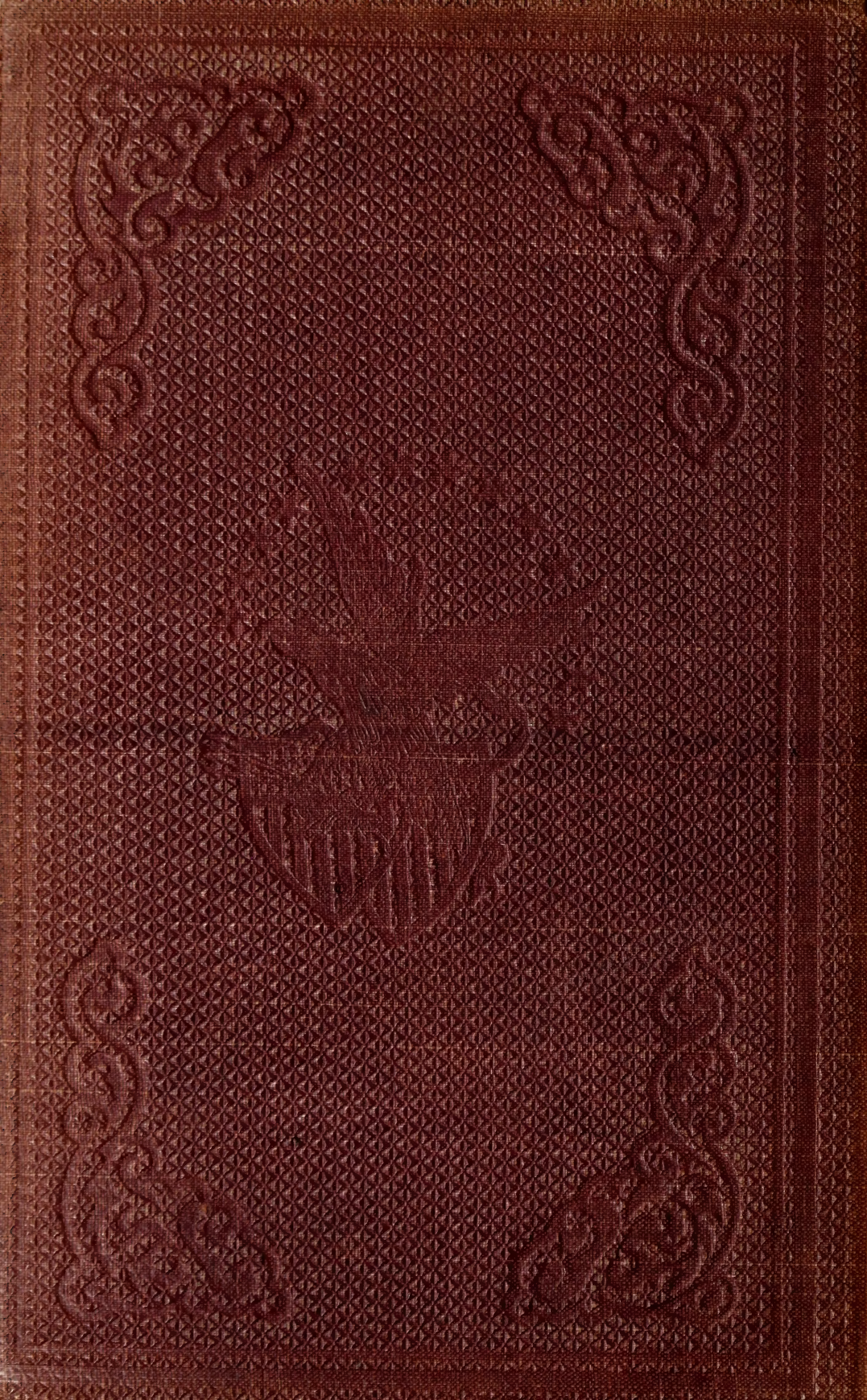
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